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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 10%.

A SECRET?
An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says:—
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WHAT "PIRACY" MEANS.

Local Jurisdiction Problems.

"HUNG AT THE YARD ARM."

The very knotty problem of what constitutes piracy on the high seas, and under what jurisdiction it comes, particularly in British Colonies, was the subject of a prolonged legal discussion at the Assizes this morning.

The case is the one in which twelve men are arraigned before the Acting Chief Justice (Mr. J. R. Wood), on three charges of piracy or attempted piracy of a Hong Kong cargo junk, off Pedro Blanco, on January 4 last.

The discussion was initiated by Mr. Hin-shing Lo, counsel for the defence, who intervened before pleading, asking that all three indictments, and particularly the third, "that they attacked the junk with intent to steal it," be quashed.

His Lordship thereupon directed the assembled jurors to return in the afternoon, Mr. Lo going on with his legal argument.

"Unwarranted" Counts.

Mr. Lo submitted that the whole of the counts were unwarranted and unprecedented, either by Statutory Law, or by any Law of Nations. Many opinions had been formed by jurists in the past which did not warrant the framing of the present indictments.

Piracy, said counsel, was merely a sea term for robbery. That was the essential thing. And it meant robbery in the sense that it must be proved in the same way as robbery on land.

Further (and here counsel quoted various authorities), the crime could not be held to be piracy *jure gentium*, unless there were proof of violence, or definite evidence of the ship attacked being taken away for purposes of depredation. It had been held that "in modern times a case could not be treated as piracy unless it were proved that the ship was carried off, and taken from control of her lawful owners."

"Loitering" at Sea.

It had been added by the same jurist, however, that any man-of-war would be entitled to treat any ship as a pirate if there were evidence that it was frequenting the seas for the purpose of robbery. With this latter portion of the finding, counsel was not entirely in agreement.

But even if the man-of-war seized such a ship, as in the present case, what law could it be charged under? "There is no law of nations, nor any statute to the effect," counsel declared. "Nor can such a ship be charged with 'loitering' on the high seas in the same way that a charge can be brought for 'loitering' on land."

Mr. Lo contended, therefore, that the Crown was obliged to prove that part of the finding in which it was laid down as essential to the case that the attacked ship should have been seized and robbed.

Robbery Must Be Proved.

Counsel expanded his argument into a contention that robbery on the high seas meant a robbery committed in such a manner as to coincide with what would constitute a felony on land. In any case, the Crown would have to prove the fact of robbery, whether His Lordship held the present charge to be a proper one of piracy *jure gentium* or not. "In order to bring these twelve men within the jurisdiction of this Court, the Crown must absolutely prove robbery. Nothing short of that will do to prove piracy," he said.

Piracy, Mr. Lo reiterated, must be robbery in the sense of robbery ashore. It did not mean the misdemeanours of thieving or larceny, but taking away by force of arms and violence.

"No Proof."

"There is no proof of piracy *jure gentium* in this case," he concluded. "And even if it is proved it could not be tried in this Court."
Mr. Somerset Pittroy, replying for the Crown, said that the counts as framed were sound. He claimed there was sufficient matter in them to constitute proof that a crime had been committed such as to amount to a statutory piracy. Mr. Pittroy then went on to address the Court upon the question of jurisdiction over pirates occurring in the Colonies, tracing the

EDUCATION BILL REJECTED.

Government Unlikely to Resuscitate It.

TREMENDOUS SAVING.

London, Yesterday. The House of Lords to-day rejected the second reading of the Government's Education Bill. The division resulted:—

Against 168
For 22

Majority 146

Substantial Saving. The Government is not expected to endeavour to resuscitate the Education Bill, the operation of which is already rendered remote by Mr. Scurr's amendment, as agreement between the religious bodies has persistently eluded the negotiators.

By its rejection Mr. Philip Snowden will save a substantial sum, beginning at £500,000 annually and rising later to £9,000,000.—*Reuter.*

[In the House of Commons on January 21 the Government were defeated by 282 votes to 249 on an amendment to the Education Bill moved by the Labour Member, Mr. J. Scurr, demanding that the Bill should not operate until aid was extended to non-provided schools. Mr. MacDonald subsequently announced that the Government would not treat the defeat as vital, as no principles were involved if the Government accepted the amendment. The House of Commons passed the third reading of the Education Bill by 266 votes to 238. On December 3 the House of Commons passed an amendment postponing the operation of the School Age Bill to September, 1932.]

LOUIS WOLHEIM.

DEATH OF FAMOUS FILM ACTOR.

"KATCZINSKY"

Los Angeles, Yesterday. The death has occurred, after a short illness, of Mr. Louis Wolheim, the film actor.—*Reuter's American Service.*

[Louis Wolheim, who was about 50 years of age, was one of the greatest character actors of the screen, second only, perhaps, to the late Lon Chaney, whom he resembled in facial ugliness. Owing to the repulsive cast of his features, which, by a paradox, however, were capable of a strange expression of tenderness, he was often chosen to fill criminal roles. His greatest achievement was considered to be his part as Katczinsky in the talking-film version of Erich Remarque's war novel, "All Quiet on the Western Front," which was shown in the Queen's Theatre in December. Louis Wolheim first attracted notice by his creation of the role of Captain Flagg in the stage production of "What Price Glory," and for his screen characterisations. He gave a brilliant performance as the old lag in "Condemned," in which he played with Ronald Colman.]

Six hundred men are employed in the new central heating development of the Northern Public Service Corporation, at Winnipeg, says a report of the Industrial Development Board of Manitoba. The payroll runs to about \$20,000 weekly.

history of such jurisdiction over several centuries. He quoted the Admiralty Offences Colonial Act of 1849 as to powers in such cases conferred upon Colonial Courts.

After some further discussion, His Lordship enquired what would have been the parallel offence locally in Hong Kong to the first count in the present case.

Counsel submitted that it would be assault, and he relied upon that to prove the Crown's charge of "attacking."
Dealing with a point brought up by Mr. Lo in connection with physical attacks which were beaten off, Mr. Pittroy quoted an old judgment which asserted that in the event of pirates making an attack on a ship, and being repulsed, they could not only be seized, but could be hung at the yard-arm. The case was adjourned until the afternoon.

LINKING AFRICA BY AIR ROUTES.

New Service to Web the Continent.

TO OPEN NEXT WEEK.

Rugby, Yesterday. The first time-table for the North African section of the 8,000 miles Imperial Airways Britain-South Africa route, which opens on February 26, was issued to-day. This addition to the Empire air routes extends for 2,670 miles from Cairo on the Nile to Khartoum, and thence via the great Lakes to Mwanza in Tanganyika, and will connect Britain by air with the Sudan and Central and East Africa, and bring India, Persia, and Iraq into direct air communication with North-Eastern Africa.

Specially designed multi-engine air liners and flying boats built in Britain have been flown to Africa for use on this route.

From Cairo to Khartoum a service will be operated by triple-engine Armstrong Siddeley air liners and from Khartoum onwards into the heart of Africa by great short all-metal flying boats, each driven by three Jupiter engines developing a total of 1,500 horsepower. Flying boats will use the rivers and the great lakes along the route as a natural navigating area.—*British Wireless Service.*

FIVE ACCIDENTS.

FERRY PASSENGER'S FOOT CRUSHED.

FALL FROM VERANDAH.

The Government Civil Hospital received no fewer than five accident cases during the past two days.

Eager to get off a Yaumati Ferry launch, before it had docked properly at the Hong Kong wharf, Wong Cheung-cheung (23), stated to be living at 14, Temple Street, had his left foot crushed between the vessel and the wharf.

Yau Chukwan (32) received injuries to his head when he accidentally fell out of bed at his house at 22, Aberdeen Street. His condition is reported to be serious.

In the course of hanging clothes out to dry Ho Siu-sang (26), a married woman, accidentally fell from the second floor verandah of 44, Johnston Road, and suffered internal injuries.

Stated to have acted strangely on board the J.C.I.L. steamer Tjikrang, and to have refused to take any food, Cheung Chai (38), a passenger, was removed to hospital for observation.

Chung Yau (48) was taken to hospital by his wife, after he had collapsed on the first floor of 70, Third Street. He had just finished his evening meal. It is stated that he had been sick for some time.

TIENTSIN REDS.

TO BE TRIED BY COURT MARTIAL.

Peking, Yesterday.

Nineteen of the alleged Communists arrested in Tientsin on February 11 have been brought to Peking, where they will be tried by a court martial, which the headquarters of the Garrison Commander is setting up for that purpose. They include several young women.—*Reuter.*

FATAL ACCIDENTS.

Two fatal accidents were reported to the Police during the holidays.

The body of a boy named Ku Yee Fo (13), residing at 11 Percival Street, was removed to the mortuary after he had accidentally fallen from a ladder, on which he was climbing to a cockloft. He injured his head, and died before he could be taken to hospital. The second case occurred in the Wing Cheung Tea Shop, 83, Wing Lok Road, where a fook, Wong Sal Lin (39), suddenly collapsed and died.

CHOPPERS IN A FREE FIGHT.

Sequel to a Gambling Quarrel.

PRISON SENTENCES.

Two partners of a fish stall in the Kung Chung market, Fung Yiu and Lai Man-on, appeared before Mr. Butters at the Kowloon Magistrate's Court this morning charged with assaulting Ip Shiu, an electrician employed by the Hong Kong Electric Co.

The fracas, which took place outside the Kung Chung market at midday yesterday, was stated to be the outcome of a gambling quarrel. The complainant said that he was walking in Bowring Street with a friend when Lai Man-on dashed

into the street, and struck him with a stick.

Flight Lieut. Elv gave evidence that twice he attempted to regain control but Tucker knocked his hands off the control. Elv, at the last moment, believing Tucker had misjudged the distance from the water, grasped the wheel, and pulled back the control. He saw the hose of the boat begin to rise, but it was too late, and she struck the water and crashed.

"Aircraftman Shaw," (Colonel Lawrence of Arabia), gave evidence that the men were disinclined to go up with Tucker. He would have flown with Tucker if he had been ordered to do so, but not as a matter of choice.—*Reuter.*

Dr. Eisler revives the theory that the works of the historian Josephus were severely censored when Christianity prevailed and everything obnoxious to Christians was erased. Dr. Eisler is of opinion that the crucifixion was a sequel to a plot to seize Jerusalem, the thieves being merely armed followers of Jesus. He explains the "Resurrection" by the existence of a twin brother of Jesus who impersonated him. Dr. Eisler admits that his reconstruction is "purely hypothetical."—*Reuter.*

out of the market with a chopper in each hand, closely followed by Fung Yiu and another man. First accused then handed a chopper to each of his two companions, and a chase ensued, ending in the complainant being struck in the back with a chopper. Fortunately the wound was only superficial.

The first accused denied handling the choppers, and said that he saw his fook being chased by complainant and several others. The fook rushed into the market and seizing two choppers went out again to grapple with his pursuers. Accused then ran out to stop the fight.

The second accused said that he and the fook were in a gambling house, and the fook was assaulted and had to run away. He was chased by complainant and others. Later he followed, but he denied taking any part in the quarrel.

Another fook of the stall gave evidence that he saw the pursued fook enter the market and pick up a chopper.

His Worship imposed three months' imprisonment on each of the two accused.

RAIN AND FOG.

To-day's weather report from the Royal Observatory states: The anti-cyclone has weakened and is now central over the Yellow Sea.

Moderate monsoon prevails along the S.E. Coast of China and over the N. China Sea. Forecast:—N.E. winds; moderate; overcast; some light fog.

1.053 inch against an average of 2.53 inches—deficit 2 inches.

Rainfall.

Rainfall, to 10 a.m. to-day nil. Rainfall, since January 1, 0.48 inch, against an average of 2.19 inches—deficit 1.71 inch.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong 58
Macao 50
Pristine Island 70
Manila 67
Poonchow 50
Amoy 50
Swatow 50
Chefoo 50
Shanghai 50

CEMENT" DIVIDEND.

Subject to audit, the Directors of the Green Island Cement Company, Ltd., will at the forthcoming meeting of shareholders to be held on Wednesday, March 18, 1931, recommend the following allocation of profits:—

To pay a dividend of 30 cents per share on the old shares \$120,000.00
To pay a dividend of 4 cents per share on the new shares 16,000.00
To write off obsolete machinery stores 20,000.00
To place to General Reserve 100,000.00
To carry forward to credit of next year's account 88,421.76
Total \$344,421.76

"ELECTRIC" DIVIDEND.

At the ordinary yearly meeting to be held on Wednesday, March 18 at 11 a.m. the Directors will (subject to audit) recommend that the balance available for distribution be disposed of as follows:—

To pay a dividend of \$250 per share on 450,000 shares \$1,125,000.00
To place to reserve 500,000.00
To carry forward to next account 142,385.82
Total \$1,767,385.82

Baskatchewan produced 550,000 pounds of honey last year, or 150,000 pounds more than the 1929 production.

PLANE CRASH DUE TO INEXPERIENCE

Officer Who Insisted on Taking Control.

"LAWRENCE OF ARABIA."

London, Yesterday. A verdict of accidental death was returned at the inquest at Plymouth to-day on three victims of the flying boat disaster on February 4 whose bodies have been recovered. The jury expressed the opinion that the accident was due to an error of judgment, that in turn being due to the inexperience of Wing Commander Tucker, who made the landing.

The evidence showed that Tucker, who had had experience with land planes, but not with flying boats, insisted on taking charge during the final flight.

Flight Lieut. Elv gave evidence that twice he attempted to regain control but Tucker knocked his hands off the control. Elv, at the last moment, believing Tucker had misjudged the distance from the water, grasped the wheel, and pulled back the control. He saw the hose of the boat begin to rise, but it was too late, and she struck the water and crashed.

"Aircraftman Shaw," (Colonel Lawrence of Arabia), gave evidence that the men were disinclined to go up with Tucker. He would have flown with Tucker if he had been ordered to do so, but not as a matter of choice.—*Reuter.*

CRACKER FIRING.

BREACHES OF REGULATIONS BY CHINESE.

ONE IN HOSPITAL AREA.

Fines totalling \$180 were imposed on several Chinese at the Central Magistracy this morning by Mr. Schofield, whom they pleaded guilty to having fired crackers in a manner which was dangerous to the public. Two defendants absented themselves and had their bail of \$20 and \$25, respectively, forfeited.

In one case it was stated by Inspector J. McLelland that the defendant lit a cracker, placing an empty tin on top of it. The subsequent "bang" was even louder than firing the cracker alone. His Worship regarded the case as a bad one and imposed a fine of \$25.

In the last case, a Chinese was fined \$20 for firing crackers in Ko Shing Street. Inspector W. R. MacWalter stated that that street was in the area of the Government Civil Hospital.

SLAVE TRAFFIC.

NAVAL SLOOPS STATIONED IN THE RED SEA.

LEAGUE ACTION.

Rugby, Yesterday. Asked if the Government had made further representations to Liberia on the recent League of Nations Commission's report on labour conditions, the Foreign Secretary, Mr. Arthur Henderson, said that they were not necessary. The League Council had set up a Committee to examine how best to assist the Liberian Government in this matter. He was Chairman of the Committee, which was meeting in London on February 26.

In reply to another question regarding the shipping of slaves in the Red Sea, he said that two naval sloops were stationed there to prevent slave traffic from Africa to Arabia. Otherwise no steps had been taken recently, but the question was under consideration. Mr. Henderson also said that he hoped shortly to make a statement on information on the subject of slavery, to be furnished to the League in accordance with the resolutions of the Eleventh Assembly.—*British Wireless Service.*

SUICIDE IN CELL.

Suspected of having taken part in an armed robbery at 21, Sha Po Road, a Chinese, named Chung Leung-kee, was arrested on Chinese New Year's Day, and detained at the Kowloon City Police Station, while investigations were being proceeded with. He was locked up in a cell, and committed suicide yesterday by hanging. A blanket, which was provided as a coverlet, was torn in pieces, one of which the prisoner used.

He was immediately rushed to the Kowloon Hospital, but on arrival life was pronounced extinct.

WRECK OF FISHING JUNK.

Crew's Thrills in Two Sampan.

ONE PERSON DROWNED.

One life is believed to have been lost as the result of the wrecking of a local fishing junk in Chinese waters.

Information of the disaster reached Cheung Chau yesterday when some of the survivors reached there from Macao.

According to the junk master, Kwok Wo-shun (46), his vessel, which bore Hong Kong register number 1990, and was of about 1,800 piculs capacity, was wrecked about 11 p.m., on Saturday.

At that time the junk was anchored off Tam Kon Kau in Chinese territory, about 24 hours' sailing from Aberdeen. The crew, consisting of 16 men and four women, were engaged in fishing when disaster overtook them.

A strong wind arose suddenly, accompanied by rough seas and heavy rain. The junk was badly battered about, soon sprang a leak, and began to ship water rapidly. It capsized within a few minutes, but before this happened the crew succeeded in abandoning her and pushed off in two of the junk's small sampans.

Danger of Sinking. Their danger, however, was by no means passed as the sampans were helpless against the buffeting of the heavy sea and in constant danger of sinking under their loads. It was only by means of incessant bailing out of water that those on board were able to keep the frail little craft afloat.

To add to their anxiety the two sampans were separated and lost sight of each other, and those on board one boat naturally thought that the other had sunk.

When the storm subsided those on the boat with the master were surprised that they had weathered the gale. They were too exhausted to place their craft on any definite course and allowed it to drift about until another fishing junk passed and went to their assistance. This was at 7 a.m., on Sunday and by this time they were on the point of collapse when taken on board the rescuing junk.

This junk was bound for Macao and the rescued persons were taken there first and then back to Cheung Chau, the rescue junk's home port, arriving there yesterday afternoon.

A Happy Reunion. On arrival at Cheung Chau there was a happy reunion between the occupants of both sampans, the majority of whom are relatives. It appears that those on board the other sampan were rescued by another craft after the storm and taken to Tai-O whence they made their way back to Cheung Chau on another vessel bound for that island.

When a call of the crew was taken, however, the sad discovery was made that a young fook of the wrecked junk was missing, and he is believed to have been drowned, though no one actually saw him fall into the sea.

The junk, which is a total loss, is valued at \$2,000 and to this amount has to be added another \$1,000 which represents the value of tackle, gear and crew's clothing which were lost with the junk.

The master of the lost junk was at the Harbour Office this morning where he supplemented the report which he had made to the Police on arrival at Cheung Chau.

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ROUND THE CINEMAS

WILLIAM HAINES AS A
COWBOY.

"WAY OUT WEST"

It's a far cry from the grim role of "Dead Legs" in "Kongo" to the part of a rollicking cowboy in a Western comedy. But this is the gamut of the varied career of Charles Middleton who created the character of the paralyzed villain in the stage hit.

Middleton has the role of Buck, cowhand foreman, in "Way Out West." William Haines' first appearance in a drama of the West, now showing in the Queen's Theatre.

It is a comedy romance of a circus grafter who joins a cattle outfit.

Leaving the stage to play the district attorney in "The Bellamy Trial," Middleton has since appeared in a number of pictures. In common with Haines, "Way Out West" is his first Western role. Incidentally, the picture is also the first comedy directed by Fred Niblo in seven years.

Leila Hyams, who was last seen opposite Haines in "The Girl Said No," again has the feminine lead. Others in the cast include Polly Moran as a screamingly funny cook; the inimitable Cliff Edwards, Francis X. Bushman, Jun., Vera Marsh, Jack Rennie, Buddy Roosevelt and Jay Wiley. The story is the joint work of Byron Morgan and Alfred Black with Joe Farnham contributing the humorous dialogue.

"THE BIG POND"

Maurice Chevalier, the big happiness boy from Paris, whose followers are legion, scored a knockout with audiences in the Central Theatre yesterday when he appeared in his third American-made picture, Paramount's "The Big Pond," a comedy-drama with music.

There is something about this exuberant murrey of gay songs and witty dialogue that just lifts him miles above his fellow-stars of the films. No matter what the role he essays, he always gives it his best and lifts it up to the grandest heights of amusement value.

In "The Big Pond" the fascinating Maurice is seen and heard, of course, as a young Frenchman of poor but honourable family who is suddenly projected into American business. As a guide to a party of Americans in Venice, Maurice becomes enamoured of Claudette Colbert, daughter of an American chewing gum manufacturer. Her father and her rival, seeing Maurice as a fortune-hunting "foreigner," concoct a scheme to make him regret that he ever planned to visit the States. They offer him a job in the gum factory. Maurice accepts and shortly afterward finds himself doing the toughest tasks in the plant. But the plot to make his work disagreeable, and thus belittle him in the eyes of Claudette, goes awry, for the plotters had not calculated on the ambition and genius of Maurice.

The luckless fellow, makes the best of his surroundings, and, by a happy twist of fate, rises from the ranks. He becomes a power in the factory and gains renown when he writes advertising lyrics, exploiting the gum, for a love song he used to sing in Paris. Of course he wins Claudette, by applying high-pressure business tactics to his romantic cause.

"You Brought a New Kind of Love to Me" is the hit song of the production. It is bound to become one of those tunes that everybody hears everybody else whistling. Maurice sings it several times, along with other melodies almost as catchy.

Claudette Colbert, heading the support, is exquisite. She is forging ahead rapidly in the field of screen favourites. Others who give splendid character portrayals are George Barbier, Frank Lyon, and Marion Ballou.

"THE GOLDEN CALF"

A highly successful song writer who cannot read a note of music. Strange as it seems, that's Jimmy Monaco, who, with Cliff Friend, wrote all the song hits in "The Golden Calf," spectacular Fox Movietone comedy with music, coming on Sunday to the Queen's Theatre.

Monaco was born with music in his soul. He started out to earn a living as a cartoonist, but he could not get his mind off music. He traded his drawing tools for a piano and began to turn out songs that were sung and hummed and whistled all over the world.

Some of his more famous songs are "Dirty Hands, Dirty Face," "Through," "Me and the Man in the Moon," "Me and the Boy Friend," "Roll, Roll, Roll," "You Know You Belong to Somebody Else," and many others.

For "The Golden Calf" he and Friend wrote "You Gotta Be a Merman," "Me and the Boy Friend," "I Help It If I'm in Love With You," "Telling the World About You,"

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.V. on a wavelength of 855 metres:—

5-8 p.m.—European Programme of Victor Records.

5-5.41 p.m.—Variety.
Silver Moon,
Paul Whiteman and His Orchestra (20505).

Humorous Song—
I'm Only Making Believe,
Welcome Lewis (22126).

Song—
The Little Old Log Cabin
in the Lane,
Reinhold Werrenrath (1169).

Piano Solo—
I've Got a Feeling I'm Fallin',
Love Me or Leave Me,
Thomas Waller (22092).

Dialogue—
The Trick Boys,
Marshall Cole (22305).

Male Quartet—
Maggie Murphy's Home,
Shannon Quartet (20128).

Song—
How am I to Know,
Gene Austin, Tenor (22128).

Chorus—
Honey,
Do You Call That Religion,
Pitca Institute Jubilee Singers (20506).

5.41-6.15 p.m.—Orchestral.
Carnival Overture (Dvorak),
Chicago Symphony Orchestra (6580).

Three Shades of Blue Suite
(Ferdie Griggs),
Paul Whiteman and His Concert Orchestra (35952).

An American in Paris
(George Gershwin),
Victor Symphony Orchestra (35953-4).

6.15-7 p.m.—Children's Programme from the Studio.

7 p.m.—Stock Quotations.

7-7.45 p.m.—Professor R. K. M. Simpson, M.C., M.A., will give the Second of a Series of Talks on Shakespeare.

7.45-8 p.m.—Concert Items.
Song—
Little Grey Home in the West,
(Willard & Lohr),
Mary Lewis, Soprano (1140).

Violin Solo—
Oriental Romance
(Rimsky & Korsakow),
Fritz Kreisler (1209).

Song—
At Dawning (Eberhart & Cadman),
John McCormack, Tenor (742).

Piano Solo—
Rustle of Spring (Sliding),
Hans Barth (20121).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

GUESTS OF REPULSE BAY HOTEL.

February 16, 1931.
Mrs. and Miss Adair, Dr. M. E. Asger.

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Messrs. H. A. Campbell, E. J. Collins, E. G. Collingwood, Capt. and Mrs. C. Cantlie, Miss Jane Chase, Mr. and Mrs. W. B. Christlan, Mr. and Mrs. F. S. Collett, Miss K. Combie, Mr. and Mrs. Stanley Cooke.

Mr. and Mrs. A. Drouth, Mrs. T. W. Doyle, Mrs. A. A. Duthie.

Messrs. D. S. Edward, E. G. Evans, Mr. and Mrs. E. J. Edwards.

Messrs. S. and J. Farmer, Countess L. de Festi, Mr. B. C. Field, Lt. Comdr. and Mrs. Friedberger, Mr. and Mrs. R. Y. Frost.

Mr. J. N. Grant, Mr. and Mrs. H. Graves, Mrs. R. S. Griffin.

Messrs. W. D. Harris, G. M. Hemsworth, J. E. Henderson, Mrs. W. Heap.

Messrs. R. S. Jenyns, P. N. Jester, L. N. Jensen, J. E. Joseph, E. Justice, Mr. and Mrs. C. V. Jensen, Mr. and Mrs. R. S. Jacks, Mr. and Mrs. W. H. Jovit.

Mrs. Victor Feen, Mrs. E. P. Kerr.

Mr. J. B. C. Lamburn, Mr. and Mrs. H. S. Langston.

Messrs. G. T. May, T. Megarry, Mr. and Mrs. J. W. Mayhew, Mrs. E. N. and Miss Monie, Mrs. Dorothy McKelvie.

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Mrs. M. A. Rennie, Mr. C. M. Roberts, Mrs. M. S. Rose, Mr. and Mrs. G. R. Razavet.

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GENERAL NOTICES

NOTICE.

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I, ALEXANDER CAIRD INGLIS, Master of s.s. "SEISTAN" hereby give Notice that I hereby expressly withdraw all and every authority which I may at any time have given to any person to contract for me or in my name or as my agent or in any way pledge my credit.

If any one attempts to contract for me or to pledge my credit, reference should be made at once to my Solicitors, Messrs. Wilkinson & Grist, or to me if I am in port. Dated this 16th day of February, 1931.

A. C. INGLIS.

SPORT NOTICES

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING
1931.

February 28, March 2, 3, 4, and 7, 1931.

ON SATURDAY, February 28, the first race will be run at 1.30 p.m., and on all other days at 11.30 a.m. On the first day the first bell will be rung at 1 p.m. and on the other four days at 11 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 per day including tax—or \$40 including tax for the Meeting (ladies \$5 and \$20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Club. On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day, including tax. Bookmakers, Tic Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, February 11, 1931.

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| TAIYO MARU | Wednesday, 4th March. |
| CHICHIBU MARU | Thursday, 24th February. |
| SEATTLE, VICTORIA via Shanghai & Japan Ports. | Thursday, 26th March. |
| HEIAN MARU | Thursday, 26th March. |
| HIYE MARU | Thursday, 26th March. |
| LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez. | Saturday, 21st February. |
| YASUKUNI MARU | Saturday, 7th March. |
| HAKONE MARU | Thursday, 19th February. |
| SYDNEY & MELBOURNE via Manila & Port. | Thursday, 20th March. |
| KITANO MARU | Friday, 27th February. |
| ATSUTA MARU | Wednesday, 11th March. |
| BOMBAY via Singapore, Penang, & Colombo. | Friday, 27th February. |
| † TOKIWA MARU | Wednesday, 11th March. |
| KAGA MARU | Thursday, 5th March. |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama. | Wednesday, 25th February. |
| HEIYO MARU | Thursday, 5th March. |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port. | Wednesday, 25th February. |
| KAWACHI MARU | Thursday, 5th March. |
| NEW YORK, BOSTON via Panama. | Sunday, 1st March. |
| † TAKETOYO MARU | Saturday, 14th March. |
| LIVERPOOL via Port Said, Siam, Constantinople, Genoa. | Saturday, 14th March. |
| † LYONS MARU (calls Saigon) | Sunday, 1st March. |
| CALCUTTA via Singapore, Penang & Rangoon. | Sunday, 8th March. |
| † CALCUTTA MARU | Thursday, 19th February. |
| SHANGHAI KOBE & YOKOHAMA. | Thursday, 19th February. |
| LIMA MARU | Friday, 27th February. |
| KAWAGAWA MARU (Kobe direct) | Saturday, 21st February. |
| FUSHIMI MARU | Saturday, 21st February. |
| TANGSHI MARU | Monday, 22nd March. |

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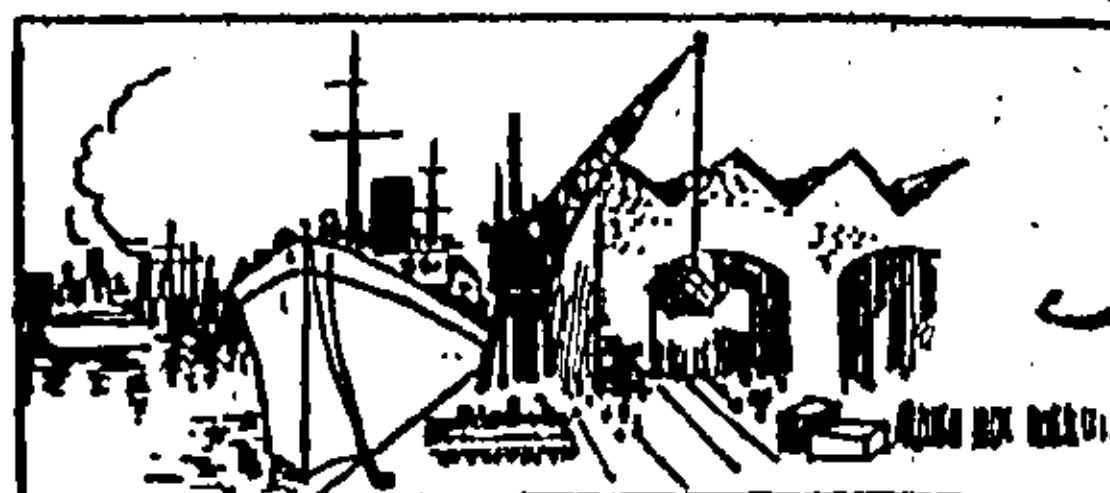
| | | |
|---|--------------------------------------|-------------------|
| LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said. | Amazon Maru | Tues., 10th Mar. |
| RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Suez & Port Said. | Hawaii Maru | Fri., 6th Mar. |
| KARACHI & BOMBAY via Singapore & Colombo | Honolulu Maru | Fri., 20th Feb. |
| DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo | Panama Maru | Tues., 3rd Mar. |
| MELBOURNE via Manila, Brisbane & Sydney. | Sydney Maru | Fri., 6th Mar. |
| CALCUTTA via Singapore & Rangoon. | Celebes Maru | Thurs., 19th Feb. |
| VICTORIA, SEATTLE, YACOMA & VANCOUVER via Japan Ports. | Arabia Maru (from Shanghai) | Sat., 21st Feb. |
| NEW YORK via Japan ports, Los Angeles & Panama. | Hokuroku Maru | Thurs., 19th Mar. |
| Gill Direct at Boston, Philadelphia & Baltimore. | Manado Maru | Thurs., 19th Feb. |
| JAPAN PORTS (Freight Ser- vice). | Hozan Maru | Sun., 22nd Feb. |
| HAIIPHONG via Hothow & Pikhol (Fortnightly). | Canton Maru | Sun., 1st Mar. |
| KEELUNG via Swatow & Amoy (Every Sunday Noon). | Deli Maru | Thurs., 26th Feb. |
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GLENAPP IN COLLISION.

Extraordinary Incident at Shanghai.

An unusual shipping accident occurred at Shanghai when the Glenapp and the New York collided in the Astraea Channel. Damage to the extent of Tls. 100,000 was done, the latter ship suffering most.

Inward bound with a general cargo, the Glenapp, of the Glen Line, was coming up the Astraea Channel at 1.30 p.m., following the Rowena, which is under charter to the Kailan Mining Administration. The Glenapp apparently was overtaking the Rowena and had almost succeeded in doing so when the New York, outward bound with a cargo of timber, approached.

The Glenapp immediately altered course to starboard which made it necessary for the Rowena, between the Glenapp and the west bank of the river, to turn towards the bank. The Rowena could not avoid the Astraea Channel No. 4 buoy, and hit it, damaging it badly.

For some reason or other the New York came towards the Glenapp, instead of away from it, and within a few seconds the ships had come into collision, but not before the Glenapp had turned slightly.

New York Damaged Badly.

The New York suffered badly through the impact. There was a big gap in the side, part of the deck was stove in, and the fore-cabin immediately commenced to flood, so that the ship was very soon down by the bow. The cargo of wood was exposed to view by the crack in the side.

The Glenapp suffered very much less, as the ship had gone bow on into the New York. The top rows of plates on the starboard bow were buckled, there being a large gap between the first and second rows, while the stem suffered slightly. The accident rendered it impossible to work either bow anchor, so the ship on coming into harbour proceeded right up to the Dollar Wharf before swinging, followed by tugs who had seen the signal indicating the ship was not fully under control.

Later. The damage to the New York now appears to be greater than originally reported, and at the present rates of exchange will probably cost over Tls. 200,000 to repair. The ship is now discharging cargo prior to going into dock. [The Glenapp was due in Singapore on February 18.]

NEW FRENCH LINER.

MACHINERY TO DEVELOP OVER 150,000 S.H.P.

Rumour has been very busy during the last few weeks regarding a new Atlantic "flier" for the Compagnie Generale Transatlantique, to be built by the Penhoet yard at St. Nazaire. Considerable secrecy has been observed, but it is understood that preliminaries are now arranged, and that construction has commenced.

When the Ile de France was built at the same yard in 1927 she was the largest ship built since the war in any country, being 758ft. long by 91ft. 9in. beam, and 40,400 tons displacement. Her four screws, driven by steam turbines at 236 revolutions per minute, give her a speed of 24 knots. She has twenty Prudhon-Capus boilers (a kind of combination of the Scotch and water-tube types) burning oil under forced draught.

Electric Transmission? It is understood that the new vessel, which still awaits a name, will have a service speed exceeding 30 knots, and that her machinery is to develop over 150,000 shaft horsepower, distributed over four screws. As in her prototype, the direct drive is favoured, as everything is being subordinated to passenger comfort, and quietude is a sine qua non.

From a weight point of view, high-pressure water-tube boilers are a foregone conclusion, and there is now, of course, ample experience of this type to draw upon. Further particulars will be awaited with keen interest, in view of the progress being made with the new "Olympic," for which it is understood, many of the details of design are well advanced towards settlement.

SHIP'S BACK BROKEN GOES AGROUND OFF DUNGENESS IN FOG.

In an impenetrable blanket of fog, which blacked out the flashes of the lighthouse in Dungeness and prevented the captain from hearing any warning signals, the Nurtureton, a British steamer of 6,500 tons, bound from the Tyne with a cargo of coal, went aground early off Dungeness. She may become a total wreck. There is a gaping crack across her deck.

She was built in 1929 by Messrs. Short Brothers, of Sunderland, for Messrs. R. Chapman and Son, of Newcastle. Tugs Standing By. Two tugs from Dover are standing by, but it is too dangerous to make any attempt at present to drag the steamer off. Wireless messages were sent out soon after one o'clock but it was not until about 5.30 that this little fishing village on the marshes was awakened by the shrill call of a siren.

The crew on the Nurtureton numbered about 40, and were then still on board the vessel.

Conference on Board. Telephone messages were sent to the owners, and by noon the agents had arrived at Dungeness, and were taken out to the steamer. They held a conference with the captain, one of the senior skippers of the line, who has had 37 years at sea.

The Nurtureton is lying about half a mile out in the bay. The currents will be to blame if this ship—which is probably worth more than £100,000—becomes a total wreck.

In addition to the gap in the decks, the vessel is buckled on both sides, and the holds are flooded. "It is impossible to make any attempt to remove the steamer as she is," an official said. "She will have to be lightened." The cargo of 11,000 tons of coal will have to be taken off, presumably in lighters and barges, and then it remains to be seen what can be done.

"It may be possible to repair the ship as she stands, or perhaps the owners will decide to cut her in two and rebuild."

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—Bridgewater—South wall. Bruce—N. 8 buoy. Cumberland—West wall dock. Herald—South wall. Hermes—No. 1 buoy. Iroquois—North wall. Kent—North arm. Marazion—No. 18 buoy. Medway—No. 2 buoy. Odin—No. 2 buoy. Ostia—In dock. Oswald—In dock. Ous—No. 2 buoy. Petersfield—North wall. Sandwich—South wall. Sepoy—No. 11 buoy. Seraph—No. 12 buoy. Seraph—No. 7 buoy. Stormcloud—No. 11 buoy. Suffolk—No. 6 buoy. Tamar—Basin. Foreign Man-of-War. Argus—French gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia arrived at Yokohama on February 16 (Mon.) at 9 a.m., left Yokohama on February 16 (Mon.) at 5 p.m., and is due at Hong Kong on February 23 (Mon.), a.m. She leaves Hong Kong for Manila on February 23 (Mon.) at 5 p.m. The C.P.S. R.M.S. Empress of Australia (R/W Cryse) arrived at Keelung on February 19 (Thurs.) at 6 a.m., leaves Keelung on February 19 (Thurs.) at 7 a.m. She leaves Woussong on February 21 (Sat.) at 11 p.m. The C.P.S. R.M.S. Empress of Russia arrived at Kobe on February 17 (Tues.) at 3 p.m., left Kobe on February 18 (Wed.) at 6 a.m., and is due at Nagasaki on February 19 (Thurs.) at 5 a.m. She leaves Nagasaki on February 19 (Thurs.) at 1 p.m. The P. & O. S.S. Somali left Singapore for this port on February 17 at 9 a.m., and is due here on February 21 at about 6 p.m.

CONSIGNEES' NOTICE.

Consignees of Cargo, ex S.S. Oregon Star, are reminded to take delivery of their goods, which will be subject to rent after February 21.

MERCHANT NAVY IN INDIA.

Admission of Indian Cadets.

London, Jan. 26. An allusion to the fact that several Indian cadets trained on H.M.S. Dufferin have joined British ships is contained in the annual report of the Officers of the Merchant Navy Federation. It says that the merchant navy in India is on the threshold of a development similar to that of many years ago in the Indian Civil Service, and medical, legal and engineering professions. It expresses the opinion that if these young educated Indians have an aptitude for a sea career (which remains to be seen) and if the conditions and rewards of a sea career are sufficiently great to retain them (which many doubt) then no amount of opposition will prevent their entry into the technical side of the shipping industry in India. If the new movement was towards the achievement of a genuine want it would succeed in spite of opposition, but if it was merely the result of political propaganda it would die a natural death.

ARRIVALS OF SHIPS.

Monday, February 16. Chastine Maerek, Danish str., 3,199 tons, Captain L. O. Baerentzen, from Shanghai, buoy No. A18. —Jensen & Co. Saarland, German str., 4,076 tons, Capt. H. Isler, from Singapore, Kowloon Wharf—Jensen & Co. Susana II, Chinese str., 2,440 tons, Capt. N. Rez, from Amoy, Kowloon Dock—Master. Tuesday, February 17. Athos II, French str., 8,947 tons, Capt. Le Flakce, from Saigon, buoy No. A2—M.M. Cheongshing, British str., 1,256 tons, Capt. D. Burleigh, from Weihaiwei, buoy No. B2—J. M. & Co. Hsin Chang, Chinese str., 1,258 tons, Capt. J. S. Soden, from Canton, C.M.S.N. Wharf—C.S.M.N. & Co. Invincible, American str., 4,829 tons, Capt. F. Ulstad, from Tsingtau, Laichikok Anchorage—L. Everett Inc. Kamo, British str., 725 tons, Capt. W. Beer, from Hongkong, Yau-mat Anchorage—Williamson & Co. Nanchang, British str., 1,493 tons, Capt. R. Allison, from Wuhu, buoy No. B20—B. & S. Oregon Star, British str., 3,531 tons, Capt. C. Lennark, from Singapore, Kowloon Wharf—Doddwell & Co. Prosper, Norwegian str., 1,377 tons, Capt. E. D. Knutsen, from Singapore, buoy No. B17—K. Larsen & Co. Yingchow, British str., 1,216 tons, Capt. W. G. McKenzie, from Saigon, buoy No. B15—B. & S. Tjikarang, Dutch str., 9,605 tons, Capt. P. Hopman, from Tg. Pandang, buoy No. A8—J.C.J.L. Wednesday, February 18. Celebes Maru, Japanese str., 4,258 tons, Capt. J. Itow, from Saito, buoy No. A9—O.S.K. Dorry, German str., 878 tons, Capt. J. Bruhn, from Sama Port, Yau-mat Anchorage—Chau Yue Teng. Hozan Maru, Japanese str., 1,883 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf—O.S.K. Kitano Maru, Japanese str., 4,926 tons, Capt. B. Matsukura, from Nagasaki, buoy No. A4—N.Y.K. Mao Lee Chinese str., 1,209 tons, Capt. Y. Watanabe, from Swatow, Kowloon Anchorage—Yee Tai Hong. Milan Maru, Japanese str., 3,409 tons, Capt. S. Tsujii, from Milke, buoy No. A18—Y.K.K.

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| Empress of Russia Mar. 18 | Mar. 21 | Mar. 24 | Mar. 28 |
| Empress of Japan Apr. 1 | Apr. 4 | Apr. 7 | Apr. 9 |
| Empress of Asia Apr. 10 | Apr. 13 | Apr. 16 | Apr. 18 |
| Empress of Canada Apr. 25 | Apr. 28 | Apr. 30 | May 2 |
| Empress of Russia May 8 | May 11 | May 14 | May 16 |
| Empress of Japan May 23 | May 26 | May 29 | May 30 |
| Empress of Asia June 5 | June 8 | June 11 | June 13 |
| Empress of Canada June 20 | June 23 | June 25 | June 27 |
| Empress of Russia July 3 | July 6 | July 9 | July 11 |
| Empress of Japan July 18 | July 21 | July 23 | July 25 |
| Empress of Asia July 31 | Aug. 3 | Aug. 6 | Aug. 8 |
| Empress of Canada Aug. 15 | Aug. 18 | Aug. 20 | Aug. 22 |
| Empress of Russia Aug. 28 | Aug. 31 | Sept. 3 | Sept. 5 |
| Empress of Japan Sept. 12 | Sept. 15 | Sept. 17 | Sept. 19 |

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† Calls at Honolulu on June 5. † Calls at Honolulu on May 8.

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TUES. 24th FEBRUARY.

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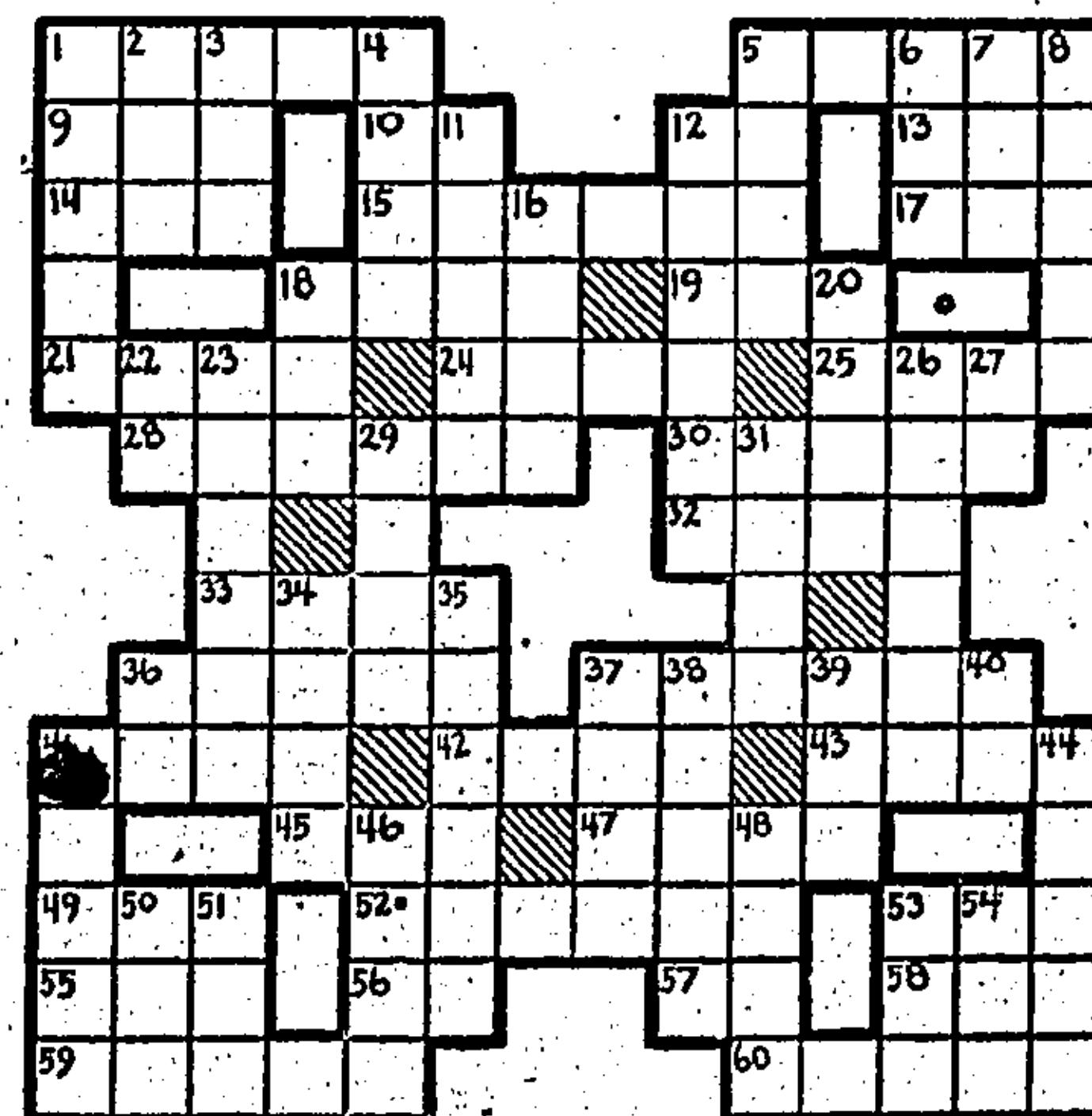
SANG WO Co., Ltd.

23, Connaught Road, West.

Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Latin for mother
5-Capital of India
9-Swedish coin
10-Above
12-To execute
13-Own (Scott.)
14-Youth
15-A New England city
17-To marry
18-For fear that
19-Fresh
21-Familiar flower
24-Girl's name
25-Melody
26-To shackle
30-Tests
32-Consumes
33-Small fruit pie
35-High male voice
37-The period of minority
41-Left side of a ship
42-Employs
43-In
45-Boy's name (short)
47-Sour

HORIZONTAL (Cont.)

49-Gnawing animal
52-Winding
53-To shut out
54-To attempt
56-Postscript (abbr.)
57-Runio (abbr.)
58-Organ of sight
59-Withers
60-Wise man

VERTICAL

1-Jaw tooth
2-A Southern constellation
3-To spread for drying
4-Long term for countryman
5-Accomplished
6-Lepid. science
7-To hasten
8-A country of Asia
11-A force of men
12-To plow
15-A heavenly body

VERTICAL (Cont.)

18-To permit
20-To delay
22-From
23-A bird-dog
26-To surrender
27-Exits
28-An edible root
31-Water from the clouds
34-Insect (pl.)
35-Turnip (Post.)
36-Toward
37-Close to
38-A king of Sweden
39-Help
40-French for and
41-Separates
44-Man-eating demons
45-Poisonous snake
46-(pl.)
48-Founder of Troy or
49-Illum
50-Exits
51-More god of war
52-To plow
54-Yes

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

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|------------|--------|----------------------------|--|
| 1931. | | | |
| MALWA | 10,980 | 28th Feb. | Marseilles & London. |
| *ALIPORE | 5,273 | 3rd Mar. | Straits, Colombo & Bombay. |
| KHIVA | 9,135 | 7th Mar. | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| *HYBER | 9,114 | 14th Mar. | Mars., L'don, Hull, R'dam & A'werp. |
| *SOMALI | 9,114 | 21st Mar. | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| RAWALPINDI | 16,019 | 28th Mar. | Marseilles & London. |
| *KARMALA | 9,128 | 11th Apr. | Mars., L'don, Hull, R'dam & A'werp. |
| RAJPUTANA | 16,568 | 15th Apr. | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| *SUDAN | — | 2nd May | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| *KALYAN | 9,114 | 9th May | Mars., L'don, Hull, R'dam & A'werp. |
| COMORIN | 15,132 | 23rd May | Bombay, Marseilles & London. |
| *KASHMIR | 9,985 | 6th Jun. | Mars., L'don, Hull, R'dam & A'werp. |
| RANPURA | 16,001 | 20th Jun. | Bombay, Marseilles & London. |
| *KASHGAR | 9,005 | 4th July | Marseilles, L'don, Hull, R'dam & A'werp. |
| RAWALPINDI | 16,019 | 18th July | Bombay, Marseilles & London. |
| *HYBER | 9,114 | 1st Aug. | Marseilles, L'don, Hull, R'dam & A'werp. |
| RAJPUTANA | 16,568 | 15th Aug. | Bombay, Marseilles & London. |
| *KARMALA | 9,128 | 29th Aug. | Marseilles & London. |
| CATHAY | 15,121 | 12th Sept. | Bombay, Marseilles & London. |
| *KALYAN | 9,114 | 26th Sept. | Marseilles & London. |

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| TAKADA | 6,949 | 27th Feb. | Singapore, Penang & Calcutta. |
|---------|--------|-----------|-------------------------------|
| TALWA | 10,008 | 21st Mar. | Singapore, Penang & Calcutta. |
| SANTHIA | 7,754 | 2nd Apr. | Singapore, Penang & Calcutta. |
| TALMA | 10,000 | 12th Apr. | Singapore, Penang & Calcutta. |
| TAKADA | 6,949 | 2nd May | Singapore, Penang & Calcutta. |

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EASTERN & AUSTRALIAN SAILINGS (South).

| TANDA | 6,950 | 28th Feb. | Manila, Rabaul, Brisbane, Sydney |
|-----------|-------|-----------|----------------------------------|
| ST ALBANS | 4,500 | 1st Apr. | & Melbourne. |
| NELLORE | 6,853 | 1st May | |

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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| *SOMALI | — | 22nd Feb. | Shanghai, Moji, Kobe & Yokohama. |
|------------|--------|-----------|--|
| TALWA | 10,008 | 27th Feb. | Amoy, Shanghai, Moji, Kobe & Osaka. |
| RAWALPINDI | 16,019 | 28th Feb. | Shanghai, Kobe & Yokohama. |
| *KASHMIR | 9,985 | 6th Mar. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| ST ALBANS | 4,500 | 8th Mar. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| SANTHIA | 7,754 | 11th Mar. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| KARMALA | 9,128 | 14th Mar. | Shanghai, Moji, Kobe & Yokohama. |
| *SUDAN | — | 18th Mar. | Shanghai, Moji, Kobe & Yokohama. |
| TALMA | 10,000 | 24th Mar. | Amoy, Moji, Kobe & Osaka. |
| RAJPUTANA | 16,568 | 27th Mar. | Shanghai, Kobe & Yokohama. |
| NELLORE | 6,853 | 3rd Apr. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| TAKADA | 6,949 | 10th Apr. | Amoy, Shanghai, Moji, Kobe & Yokohama. |
| KALYAN | 9,114 | 10th Apr. | Shanghai, Moji, Kobe & Yokohama. |
| TALWA | 10,008 | 24th Apr. | Amoy, Moji, Kobe & Osaka. |
| COMORIN | 15,132 | 24th Apr. | Shanghai, Kobe & Yokohama. |
| *KASHMIR | 9,985 | 8th May | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| TANDA | 6,950 | 8th May | Amoy, Moji, Kobe & Osaka. |
| TALMA | 8,018 | 12th May | Shanghai, Moji, Kobe & Yokohama. |
| RANPURA | 16,001 | 22nd May | Shanghai, Kobe & Yokohama. |
| KASHGAR | 9,005 | 3rd Jun. | Shanghai, Moji, Kobe & Yokohama. |
| ST ALBANS | 4,500 | 5th Jun. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| RAWALPINDI | 16,019 | 19th Jun. | Shanghai, Kobe & Yokohama. |
| *KASHMIR | 9,985 | 3rd Jul. | Shanghai, Moji, Kobe, Osaka & Y'hama. |
| NELLORE | 6,853 | 6th Jul. | Shanghai, Moji, Kobe & Yokohama. |
| RAJPUTANA | 16,568 | 17th Jul. | Shanghai, Kobe & Yokohama. |
| KARMALA | 9,128 | 31st Jul. | Shanghai, Moji, Kobe & Yokohama. |

All dates are approximate and subject to alteration without notice.
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SEQUEL TO COLLISION OFF SINGAPORE.

Repairs to Be Made in
Sourabaya.

An extraordinary development
has followed the collision off
Singapore in the early hours of
January 15 which resulted in seri-
ous damage to the s.s. Silvermaple,
says the Straits Times.

It was reported at the time that
the Silvermaple, a steel-screw
motor-vessel of 5,302 tons gross
with a length of about 426 feet, a
beam of 58 feet and a depth of 28
feet, built in 1927, ran head-on into
the hull of Arratoon Apcar in the
quarantine anchorage. Neither
vessel was in danger of sinking but
the damage was severe.

British £3,500, Dutch £1,800.
Subsequently, a survey was held
and tenders for the contract for
repairs were put in. The Singa-
pore Harbour Board tendered in re-
spect of the Silvermaple and the
owners, the Silver Line, Limited, of
London, tendered in the Droogdok
Maatschappij Soerabaya, a private
Dutch firm, inviting them to send a
representative to Singapore to in-
spect the damage so that the com-
pany might tender. The Dutch
agent arrived by air on January 20,
the following day examined the
work to be done and gave his
estimate of the cost of the repairs.
The two tenders were forwarded to
London by Lloyd's agent at Singa-
pore. A third tender was received
from Tanjong Priok, but this was
too late for consideration. The
amounts of the rival tenders were
not made known to either party
until news was received from Lon-
don instructing acceptance of the
Dutch offer.

It now transpires that the Singa-
pore Harbour Board tender was
£3,500 and that of the Droogdok
Maatschappij Soerabaya £1,800.
An extraordinary difference.
Naturally the Silvermaple has
gone to Sourabaya, although it was
found necessary to tilt her by
weighting the stern to avoid any
possibility of danger through leak-
age through a hole in the bows.

On inquiry at the Harbour Board
the figures quoted in this report
were not disputed, but it was pointed
out that the Javanese labour
available to the Dutch firm was
much cheaper than the Chinese
labour employed in Singapore.
Furthermore, the Singapore Har-
bour Board is closely tied in such
matters.

This is not the place for expres-
sions of opinion, but it may be per-
missible to suggest, particularly
in view of the conditions prevailing
locally, that a more detailed ex-
planation of the extraordinary
difference between the two tenders
would be very welcome.

NEW SOMALI.

HAIN LINE ADOPTING FORMER
P. & O. NAMES.

Indication of the close connection
between the Hain Line and the
P. & O., whose cargo services it
is now covering, is shown by the
nomenclature of the new ships of
the fleet.

The old Cornish names beginning
with Tre seem to have been aban-
doned entirely, and traditional
P. & O. names are now being
given to the fast cargo ships of the
combination. The latest is the
Somali, which has just been launched
by Harland and Wolff's Govan
yard as an improvement on the B
type, a fast cargo ship with Bauer
Wach machinery, and gross tonnage
of about 6,800 tons.

The previous Somali was, of
course, a very well-known passenger
ship on the P. & O. service, one
of the S type, built in 1901, a 14-
knot ship of rather less than 7,000
tons, designed to carry both pas-
sengers and cargo on the various
services. For her size and speed
she was a particularly useful and
popular vessel, and was one of the
ships which the P. & O. Line em-
ployed regularly on their troop-
ing to India before the War, a service on
which she was put directly war
broke out.

She did very useful work bring-
ing the regular troops home from
India and taking troops out to the
Dardanelles. While she was out
there in 1915, she was converted
into a hospital ship, and after do-
ing that work for some time was

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| TAIPING | Mar. 11 | Mar. 12 | Mar. 21 | Apr. 10 |
| CHANGTE | Apr. 11 | Apr. 12 | Apr. 21 | May 10 |
| TAIPING | May 11 | May 12 | May 21 | June 10 |
| CHANGTE | June 11 | June 12 | June 21 | July 10 |

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returned to the company to main-
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ers.

At the end of the War she was
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nearly being destroyed by incendi-
ary bombs. After another spell
of service on the Eastern run she
was employed, trooping in the 1922-
23 season, then laid up in the West
Country, and towards the end of
1923 sold to be broken up in Den-
mark.

HIGH SEAS DRAMA.

CREW HOLD FAST TO BURNING
SHIP.

New York, Jan. 26.

Glowing tributes to the bravery
of the crew of the British steam-
er, the Queen Moor, when fire
broke out on that ship, were paid
by the crew of the American
cargo steamer, the Jeff Davis,
which has returned here.

They declare that the Queen
Moor's engine-room and firemen
tended the engines till the bulk-
heads became so hot that their
hair was singed and they were
forced to go on deck.

Although the Jeff Davis was
standing by, the crew of the
Queen Moor continued their
efforts, going without food for
twenty-four hours.

At length the ship was aban-
doned and the Queen Moor's crew
came on board the Jeff Davis.

One Cockney called for three
cheers for the Yanks. At Aden
a tug was sighted and the Queen
Moor's crew were transferred to
the tug which towed their ship
to Aden.

PASSENGER LISTS.

ARRIVALS.

Per s.s. Atsuta Maru from Aus-
tralia and ports on February 15:—

Hon. Harry W. Newlands, Mrs.
Olive Vaughan, Capt. Frank
Tasman Fisher, Mr. Josef Man-
ditch, Mr. Stephen Pavlitza, Mr.
Harold Standing, Mrs. Mary Gen-
charoff, Mr. Auguster Alexander
Borgeest, Mr. G. Labrador, Miss
Rafaela Cuizon, Miss M. Cuizon,
Miss Madelin Cuizon, Mr. Kan
Maejima, Mr. Jose Pislgan, Mr. C.
Resurrection, Mrs. Josephine Re-
surrection, Mrs. M. Vergara,
Mr. M. Vigneron, Mr. C. Aricaga,
Mr. A. Castro, Mr. M. Gonzales, Mr.
M. Garcia, Mr. M. Lopez, Mrs. L.
Lopez, Mr. Tirso P. Medrano, Mr.
Leon Mata, Mr. Protacio Sawi, Mr.
Gabino Sawi, Mr. J. Sawi, Mr. F. E.
Turina, Mr. F. Valdez, Mr. D. F.
Cruz, Mr. Santos, Mr. Augustin,
Mr. Eugene Erny, Mr. V. L. Kirka-
patrick, Mr. James N. Crouse.

Per s.s. Taiyo Maru from San
Francisco on February 15:—

Mr. Shigetaka Abe, Mr. G.
Naranda, Mr. Shigeru Daito, Mr.
Shichiro Tani, Mr. Jyuzo Ito, Mr.
Hisamori Nishio, Mrs. Ayako
Nishio, Mr. J. M. de Rocha, Mr.
T. L. Knight, Mr. Vincente Parra-
zan.

Per s.s. Helan Maru from Seat-
tle on February 14:—

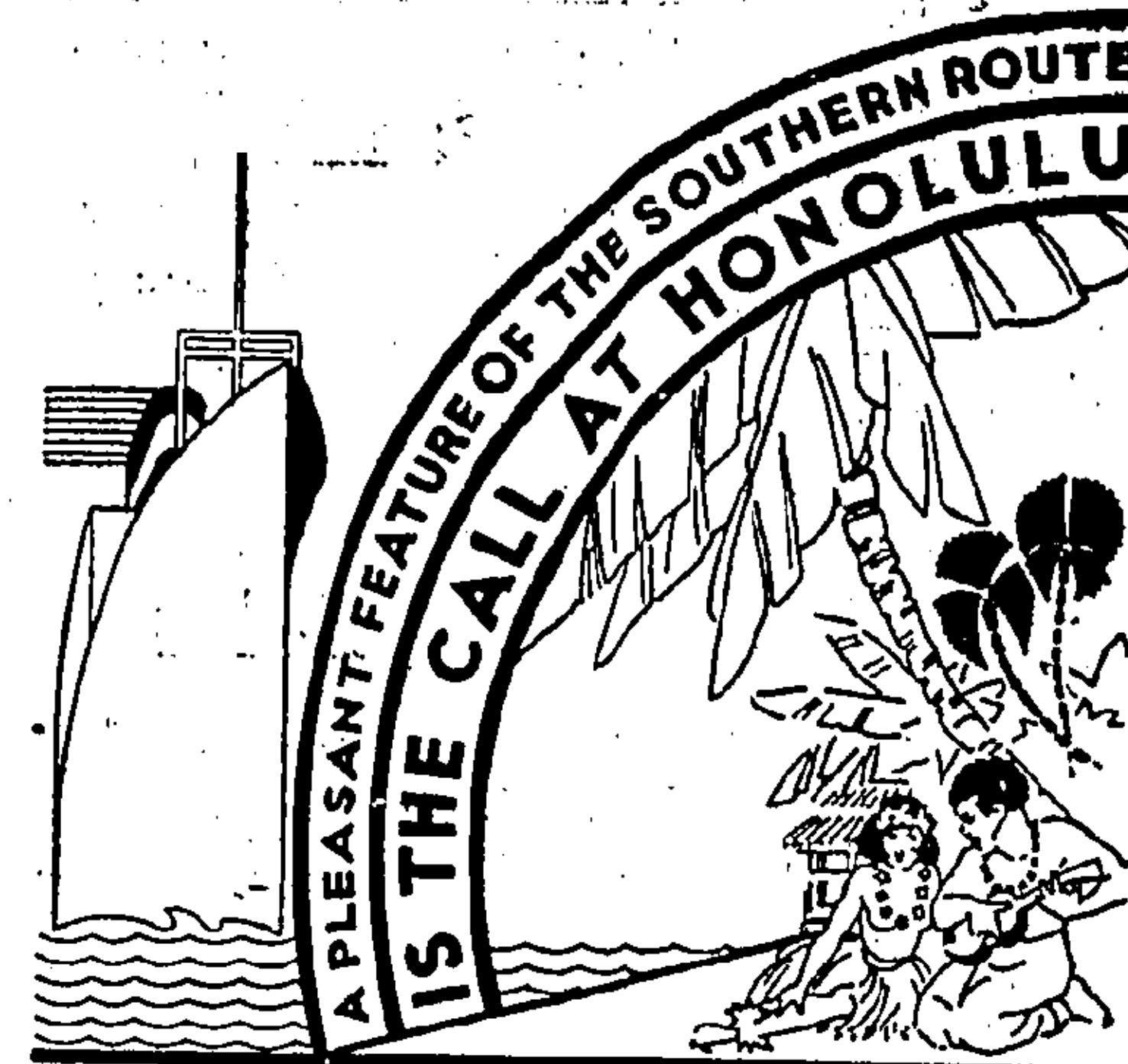
Mr. Oliver E. Fox, Mrs. Lucia
Fox, Mrs. E. H. Kerr, Miss E. M.
Sutherland, Mrs. O. Schroll, Miss
M. B. Caldwell, Miss H. Wilson,
Mrs. L. de M. Matt.

DEPARTURES.

Per s.s. Changte on February
16:—

Mr. E. N. Cathels, Mrs. Glenister,
Mr. T. E. Greenwood, Mrs. Hay-
good, Mrs. O'Kane, Mr. James
Lamond, Mr. Charles Murray, Mr.
Thos. J. Milden, Mr. Boyd Sam-
son, Mr. A. V. Arbusoff, Mr. and
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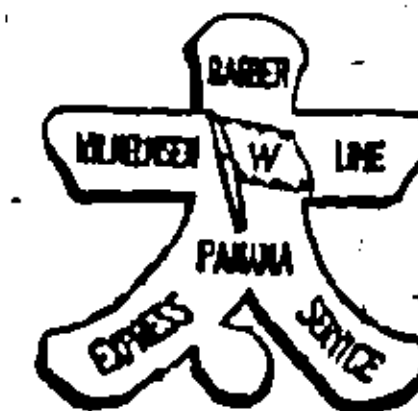
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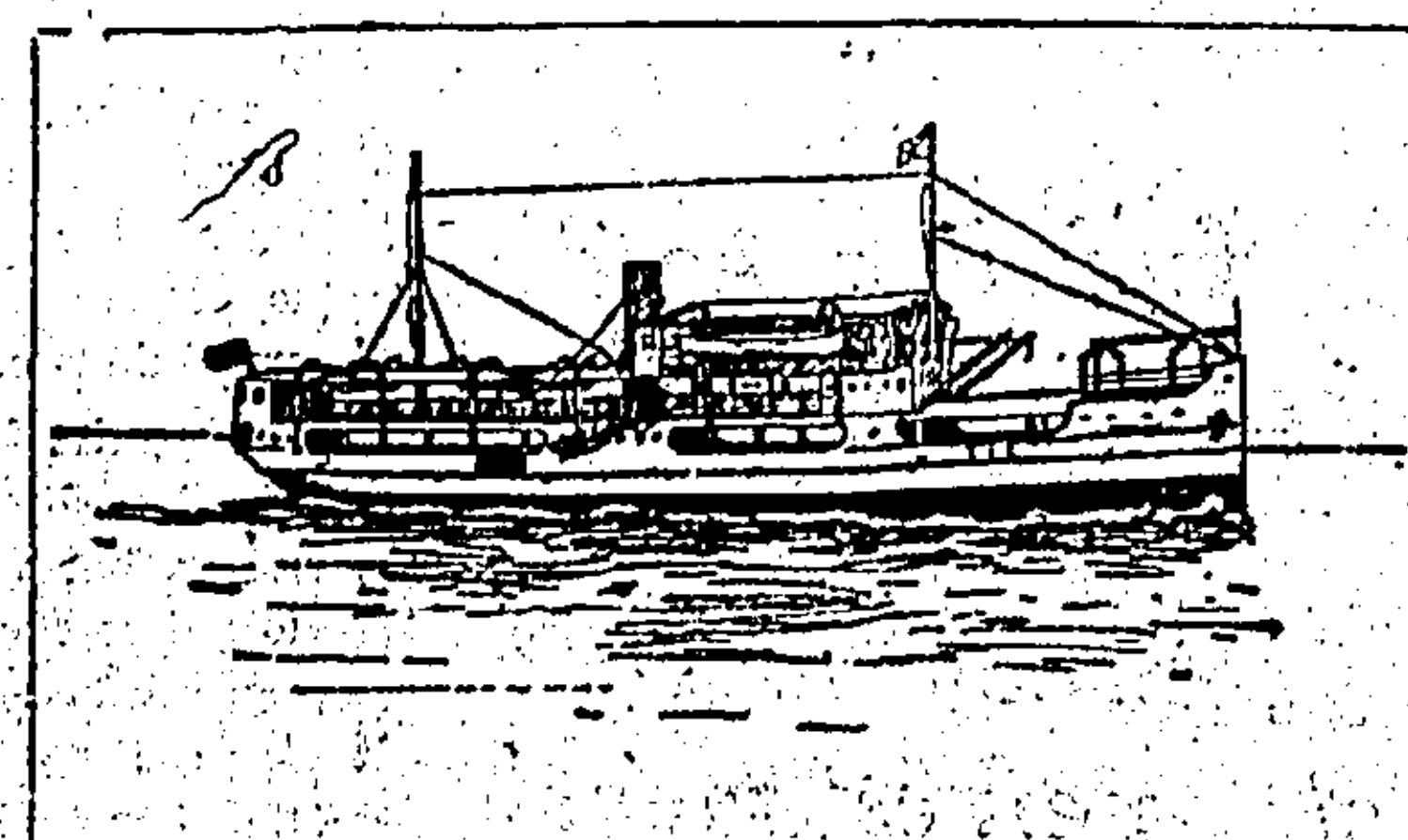
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Co., Ltd., 7, Garrick Street,
London, W.C.2.

Hong Kong, Thursday, Feb. 19, 1931.

UNPREPARED?

When Rudyard Kipling, writing of this Colony many years ago, abjured our defenders to "guard the open land," he was showing himself to be an acutely perceptive strategist. He was not, as so many of us are, beguiled by a sense of false security that this island was impregnable. Like the keen observer that he is, he realised at once that Hong Kong could be reduced to smouldering fragments within a few hours.

With the exception, perhaps, of Gibraltar, the Peninsula of Kowloon occupies a unique place in the political geography of the British Empire. Because of the intimacy it enjoys with Hong Kong, it is the more likely to betray it; its flat, plain-like expanse, backed by hills which overshadow the whole Colony, is a potential danger to our security. The very place to be guarded, it is as open to invasion and bombardment as are the plains of Waterloo.

Alarmist doctrines are not part of the editorial policy of this paper, but we deem it our duty to notice the signs of the times, and according to these we are led to predict that at some future time, possibly during our own lifetimes, the fate of our Colony, as well, perhaps, as that of other parts of the Empire, may hang by a very slender thread.

Nature placed Hong Kong in an ideal position from the point of view of navigation and commerce. The "China Mail" has made her the centre of the world's trade in the Far East.

Now that our privileges of occupying Wei-hai-wei have been withdrawn, Hong Kong is also excellently situated as a reserve base for the Far Eastern wing of the Fleet, lying as it does at the apex of a triangle of which Singapore, Borneo, and Port Darwin are the points of the base line. Singapore is usually regarded as the arm of our sea power in the East, as the seat of operations for the defence of Australia, but Hong Kong, so long overlooked and neglected from any other point of view but that of her value as a commercial port, and the venue of tourists, was made by Nature to guard the narrow expanse of the China Sea, thus being able by virtue of her unique situation to protect the east coast of Malaya and our valuable oil reserves in British North Borneo.

On the other hand, Hong Kong at the present moment is more easily open to attack than almost any of our Far Eastern possessions; not from the sea, for the manoeuvres of 1929 showed how difficult it would be for a landing to be made on our shores with any permanent success. The danger lies from the mainland and from the unguarded hills behind, from which Hong Kong could be bombarded without respite, making as she does, by day and by night, an easily accessible and always visible target. Behind the hills not only lies an efficient railway system, but a vast area of land not entirely inaccessible to modern methods of transport.

Whatever attitude China should adopt in a future conflict in the Far East, the present strength of her armies could do little or nothing to resist a wholesale invasion of Kwangtung by a superior Power which had as its object, not the conquest of China, but the destruction of Hong Kong as a dangerous base of British naval operations. Any artillery expert will agree with the contention that the Kowloon hills provide an excellent position from which to shell the city below and Hong Kong itself, an attack against which the heaviest guns of our battle cruisers, or long-range artillery emplaced on the Peak, could do little before the essential damage was done.

By the grace of God there may never be another war in which we are involved, and the Colony may thus never find itself in such an unenviable position, yet in the days when defence is still a national necessity, it is a national duty to make the most of the simplest form of armament. It is the simplest form of wisdom to guard what we pos-

sess and strengthen our weakest points.

It is unlikely that, at a time when the Labour Government at Home is fighting for its life, and so soon after the postponement of the Singapore naval dock scheme, any attention whatever would be paid by the Ministry of War to such a matter as the defence of Hong Kong. But it must be admitted that our assertions and forebodings contain an element of truth, and no harm could be done were the question to be reviewed by the local military authorities in conjunction with the local Government.

News in Brief.

The lowest open air temperature yesterday was 55 degrees. The humidity was 67.

Twenty-three Chinese pleaded guilty to gambling at 225, Reclamation Street, and were fined \$3 each at the Kowloon Magistracy to-day. Two members of the "school" who failed to put in an appearance had their bail of \$3 each estreated. Chan Hung, who admitted running the house, was fined \$75.

A Chinese student aged 11 years, living at 25 Tung Tau Village, Kowloon City, was yesterday taken to the Kowloon Hospital, after he had been bitten in the left leg by a dog, which attacked him whilst he was walking in the village. The student, Leung, is undergoing treatment in the hospital.

Whilst riding a push bicycle at the junction of Prince Edward Road and Nathan Road, a Chinese man, whose name and address are unknown, was knocked down by a bus, belonging to the Kowloon Motor Bus Company, Ltd. He was removed to the Kowloon Hospital in an unconscious and serious condition.

The Chief and Petty Officers of H.M.S. Cumberland held a dance in the R.E. Theatre last night, a good number of people being present, including Captain Potter, R.N. P.O. Dempster discharged the duties of M.C. and an orchestra from the Cumberland supplied the music. Another of these popular dances will be held in the R.E. Theatre in about a fortnight's time.

If weather conditions, which have been unfavourable for some days, improve to-day, Mr. G. W. Brophy, the American pilot of the "E. Gale Co., may undertake the 600 miles flight to Manila in his Waco Model "F" biplane, in which he flew to Hong Kong from Macao on Sunday after having obtained permission to hop off for Manila from Kai Tak. Low cloud banks and negligible visibility, however, have so far prevented him making the flight.

ROAD TRANSPORT SERVICES.

Superfluous Railway Lines Closing.

The effect of the development of road transport services on the railways is shown in the announcements by various companies that the first week of the new year will see the closing of forty-five stations and over 100 miles of railway lines in different parts of the country because they have become superfluous. These lines are branch or connecting lines which have long since ceased to be profitable. One of the most interesting is the hundred-year-old nine miles Canterbury-Whitstable line which used to bring seaborne coal as well as passengers from Whitstable harbour to the Cathedral city. Two buses are co-operating with the Southern Railway and now run vehicles on this route. Motor services will also replace other unremunerative railway lines closing elsewhere.

SIR JOHN SIMON'S SON.

Father's Request To Photographers.

London, Dec. 22.
Mr. John Gilbert Simon, son of Sir John Simon, was married at a Kensington register office to Miss Kennedy ("Jimmie") Hunt. The bridegroom, with two attendants, arrived quarter of an hour before the bride, who came, in a motor car, with Sir John and Lady Simon. Before the bride and Lady Simon alighted, Sir John jumped out, approached the waiting photographers and asked them not to take photographs until after the ceremony, saying: "I always keep a bargain myself, and I promise you I will get them to pose for you as much as you like after the ceremony."
Nobody else was present at the ceremony. There was a reception later at the bridegroom's house.

ALL VILLAGE BLIND.

GERMAN DOCTOR DISCOVERS CAUSE.

Mr. H. G. Wills' famous tale of the Valley of the Blind has received remarkable confirmation by the discovery that in the village of Tliltepec, over four thousand feet above sea level, in the Mexican State of Oaxaca, all the inhabitants were blind from at least one year after birth. The village contained more than forty households.

That the general blindness has now been alleviated is principally due to the researches of a German doctor, Max Weismann. This village of the blind had been the object of several scientific inquiries since it was first recorded in 1927, and a report upon the curious affliction of its inhabitants was issued by a Mexican doctor.

At first it was believed that the blindness was due to an infectious disease, or to abuse of methyl alcohol. There was, however, no evidence to support these theories. The inhabitants themselves attributed it to the wind-blown pollen of a flower called verguena, which has the peculiarity of blooming for half a day only.

Infected by Midge.

The researches of the German doctor, however, led to the discovery of several other villages in the district in which blindness was also prevalent, and to the supposition that it was connected in some way with an infection carried by a midge. Upon examination of the sufferers they were found in almost every case to have large bumps or wens on their heads, in which the midge laid its eggs.

The correctness of Dr. Weismann's supposition was borne out when the surgical removal of these bumps bestowed sight on the sufferers, sometimes after many years of blindness and within the space of a few days. The carriers of the infection having been found, the next question was where did the midges pick it up. It is supposed that the bats which hang in great quantities upon the beams of the village houses are the offenders.

A COSTLY BRIBE

"VOLUNTEER" PARADED WITH BLACKENED FACE.

New Delhi, Jan. 9.
The indignity of having his face blackened and a string of shoes tied round his neck, was the punishment allotted a Congress "volunteer" who was seen to take a bribe.
The "volunteer," it appears, was discovered taking a bribe from a man who had purchased a bottle of liquor. The "volunteer," protesting volubly, was dragged to the Congress office where he was summarily "tried" and found "guilty."

His face was blackened and a string of shoes was tied round his neck, and he was paraded through the streets of the city.

As the crowd leading the man along reached the Hauz Kazi police station, the police came out and rescued the victim, and, in addition, arrested four "volunteers."

Later, on the complaint of the aggrieved "volunteer" they raided the Congress office in Chandni Chowk and arrested six more persons, including the Congress secretary, Anwarul Haq.

All the arrested persons were released on furnishing bail for Rs. 200 each.

JANUARY SALES.

BARAINS IN FUR COATS.

London, Jan. 2.
The excitement of buying Christmas presents has already been forgotten in the still greater thrill of securing bargains at one or other of the big January sales which have started all over the country. Central and suburban London seem generally agreed that there are far greater bargains and variety in colours and material to be had than had been seen for years. Furs were never so cheap. Real fur coats are obtainable at anything from £7 to £250 while the ubiquitous coney, masquerading under one of his many pseudonyms, is as cheap at £3 as a cloth coat.

Christie, Brown and Co., Ltd., has secured a shillie block of property in the west end of London, on Notre Dame Avenue, as the site for a large factory. The building is to be 462 feet long and 125 feet wide, and will cost about £750,000. Nearly all the material going into the structure is being purchased locally, though the machinery is being sent from Britain. The building will be of red brick and reinforced concrete construction.

BLOW FOR CONGRESS

DEALERS SECRETLY TRADE IN FOREIGN CLOTH.

COMMITTEE RESIGNS.

Karnachi, Yesterday.
Congress circles are fluttered by the resignation of the local foreign cloth boycott committee, due to the increasing number of dealers engaged secretly in trading in foreign cloth. Notwithstanding their pledge to abstain, dealers outwitted the picketers.

Gandhi Cheerful.

New Delhi, Yesterday.
The conversations between the Viceroy and Gandhi were continued to-day and lasted three hours and forty minutes.

Gandhi seemed cheerful, and will now consult the other leaders, after which he will resume his talk with Lord Irwin.

Bonnas Riots.

Bonnas, Yesterday.
The casualties during last week's rioting are now given as 20 Mohammedans and six Hindus killed. The number of people injured numbers 236.—Reuter.

WELL DONE!

BEST CAMP ATTENDANCE WINS CUP.

London, Dec. 28.

For the first time, a unit in the Scottish Command has won the Daily Telegraph Cup, which is awarded to the Territorial Army unit recording the best attendance at the annual camp.

The 6th (Lanarkshire) Battalion of Cameronians (Scottish Rifles) has won the trophy with an attendance of 580 and a percentage figure of nearly 95.

Last year, this battalion, which is composed largely of miners, was sixth in order of merit.

DISMISSED SECRETARY.

Found Shot in Malabar Club.

Madras, Jan. 22.

The Calicut correspondent of the Associated Press telegraphs that Mr. G. H. Bull, a European, Secretary of the Malabar Club, Calicut, committed suicide last night by shooting himself in the forehead with a revolver on the verandah of the Club.

At the inquest to-day, a verdict of suicide was returned.

The deceased, who was 60 years of age, joined the service of the Club about two years ago.

It is stated that he was given notice of the termination of his service a week ago.

RANGOON MERCHANT'S WILL.

Handsome Bequest To City.

London, Jan. 21.

A settlement has been reached regarding the estate of the Glasgow, Mr. John MacGregor, a former Rangoon timber merchant, who bequeathed everything for the relief of the poor in Rangoon and Glasgow upon the death of his wife, which has since occurred.

Relatives raised an action. It is now arranged that Glasgow and Rangoon shall each receive one-third instead of one-half of the estate. This will approximate £70,000 each.

DOPE RING UNMASKED.

Japanese And Indian Police Co-operating.

London, Jan. 23.

The Daily Herald's Tokyo correspondent says that the workings of a gigantic drug ring, which is alleged to have smuggled over \$1,000,000 worth of cocaine into Japan in a year, are expected to be uncovered as a result of the recent arrest of Walter Beck, a German importer at Tokyo. He adds that practically all the drugs smuggled in were subsequently exported, chiefly to China and India.

The Indian police are co-operating with the Japanese authorities in unearthing the plot.

Ten Years Ago.

[From the "China Mail" of February 19, 1921.]

To-day's dollar is worth 2/5 5/8.

Yesterday a Chinese Revenue Officer searched a large junk in the harbour and discovered 3,500 taels of non-Government prepared opium, valued at over \$50,000. This morning when the case was called at the Magistracy, the prosecution asked for permission to withdraw the case. No reason for this step was given, except that the application was made on instruction. The accused was discharged and the drug confiscated.

A NEW DISPENSATION.

Dial 20135.

TROPICAL RAINCOATS FOR MEN



This fawn lightweight Raincoat has proved year after year to be the ideal Raincoat for Tropical wear.

Made in Raglan Style with a storm collar and strap on cuffs in good rubber-proofed material.

All sizes in stock.

\$18.50

LANE, CRAWFORD, LTD.
Men's Wear Stylists.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg.

Corner of Des Voeux Road C. and Charter Road.

LINENS, LINGERIE, PYJAMAS, GIFTS, NOVELTY JEWELLERY, ETC.

HONG KONG SHANGHAI MANILA.

HONG KONG FOOTBALL ASSOCIATION. INTERPORT PROGRAMME.

Saturday, February 21st.

SHANGHAI v. H.K. CHINESE.

Club Ground, Kick off 3.30 p.m.

Booking at Moutries, opens Friday, 13th.

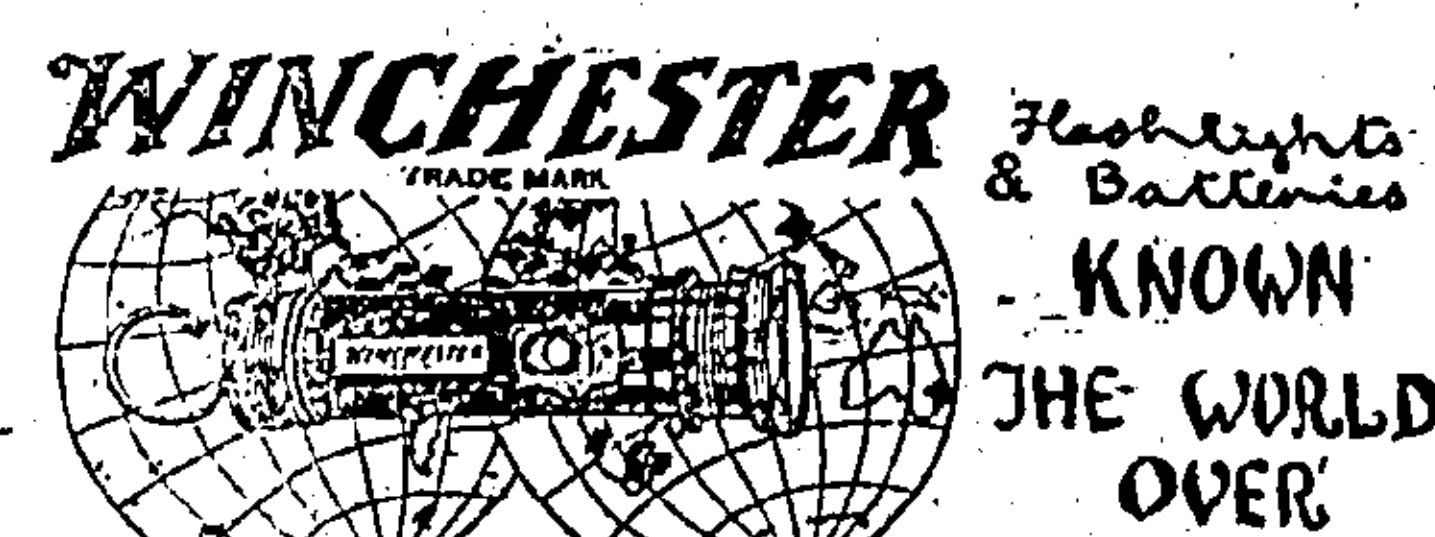
Price: —
Covered Stand \$2.20
Uncovered Stand \$1.10 including tax.

Monday, February 23rd.

SHANGHAI v. UNITED SERVICES.

Club Ground, Kick off 3.30 p.m.

No Booking. Price: —\$1.10, 60 cts. & 40 cts.
including tax.



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HONG KONG BENEVOLENT SOCIETY

Sport Columns

CRICKET.

H.K.C.C. EASILY DEFEAT THE SERVICES.

MUSSON'S BRIGHT KNOCK.

On the H.K.C.C. ground yesterday the H.K.C.C. defeated the United Services by ten wickets in a two days match.

Following on 132 runs in arrears the Services fell easy victims to Bowker's bowling until Musson and Bennett became associated in an eighth wicket partnership which yielded 72 runs. Musson played a forceful innings which included three fours and two twos off an over from Reid, and a four, a six, and a single off Beck's next over. Bennett was the cause of the follow-on being saved, but with only 21 runs to the good Fry was caught off Bowker, who returned the splendid figures of 6 wickets for 43 runs.

Sayer and Pearce found little difficulty in knocking off the runs and gave the Club a ten wickets victory.

Scores:—
H.K.C.C.—First Innings.
T. E. Pearce, b Williams 14
G. R. Sayer, c and b Williams 10
O. E. G. Marton, st. Davies, b Bennett 6
E. R. Duckitt, lbw, b Musson 38
H. Owen Hughes, c Wolfe Barry, b Salmon 82
K. H. Batger, c Bumphrey, b Musson 12
A. C. Beck, c Bennett, b Fry 12
A. Reid, c Wolfe Barry, b Bennett 37
J. D. A. Hutchison, b Williams 14
A. C. I. Bowker, b Fry 20
E. B. Reed, not out 0
Extras 25

Total 255
Fall of the wickets:—1 for 13, 2 for 20, 3 for 24, 4 for 59, 5 for 121, 6 for 156, 7 for 176, 8 for 217, 9 for 254, 10 for 255.

BOWLING ANALYSIS.
O. M. R. W.
Sig. Williams (R.C.S.) 19 2 62 3
Eng. Lt. Comdr. 1
Fennett (R.N.) 11 1 54 2
L/Cpl. Fry (R.A.M.C.) 11 2 37 2
A. H. Musson (R.A.) 17 4 59 2
Mid. Ponsomby (R.N.) 2 0 12 0
Pte. Salmon (R.A.M.C.) 3 0 9 1
(R.A.M.C.) 3 0 9 1
United Services—First Innings.
Cpl. Davies, R.A.M.C., c Owen Hughes, b Bowker 4
Lt. Comdr. Squance, R.N., c Owen Hughes, b Reid 15
Squadron Leader Bumphrey, R.A.F., b Reid 16
J. G. Wolfe Barry, R.A., b Reid 22
A. H. Musson, R.A., c Sayer, b Reid 22
Pte. Salmon, R.A.M.C., c Pearce, b Beck 6
J. K. MacFarlan, R.A., c Pearce, b Beck 0
Mid. Ponsomby, R.N., b Beck 0
Sig. Williams, R.C.S., b Bowker 15
Eng. Lt. Comdr. Bennett, R.N., not out 5
L/Cpl. Fry, R.A.M.C., b Reid 11
Extras 11

Total 123
Fall of the wickets:—1 for 7, 2 for 24, 3 for 59, 4 for 65, 5 for 73, 6 for 73, 7 for 89, 8 for 101, 9 for 116, 10 for 132.
BOWLING ANALYSIS.
O. M. R. W.
E. B. Reed 10 2 25 2
A. C. I. Bowker 8 1 30 2
A. C. Beck 7 2 42 3
A. Reid 8 1 16 3
United Services—Second Innings.
Lt. Comdr. Squance, R.N., b Bowker 6
Cpl. Davies, R.A.M.C., c Marton, b Reed 15
Squadron Leader Bumphrey, R.A.F., c Marton, b Reed 0
J. G. Wolfe Barry, R.A., c and b Bowker 9
A. H. Musson, R.A., c Pearce, b Reed 6
H. Owen Hughes, R.A., c Sayer, b Bowker 69
Pte. Salmon, R.A.M.C., b Bowker 8
J. K. MacFarlan, R.A., c Sayer, b Bowker 8
Sig. Williams, R.C.S., c Beck, b Reid 23
Eng. Lt. Comdr. Bennett, R.N., c Pearce, b Bowker 2
Mid. Ponsomby, R.N., not out 2
L/Cpl. Fry, R.A.M.C., c Sayer, b Bowker 9
Extras 9

Total 153
Fall of the wickets:—1 for 15, 2 for 17, 3 for 27, 4 for 36, 5 for 36, 6 for 48, 7 for 59, 8 for 131, 9 for 143, 10 for 153.

BOWLING ANALYSIS.
O. M. R. W.
E. B. Reed 10 2 25 2
A. C. I. Bowker 12 4 43 6
A. Reid 6 2 33 1
A. C. Beck 0 3 1 1
G. R. Sayer 1 0 7 0
H.K.C.C.—Second Innings.
G. R. Sayer, not out 14
T. E. Pearce, not out 10
Total (for no wkt.) 24
O. E. G. Marton, E. R. Duckitt, H. Owen Hughes, K. H. Batger, A. C. Beck, A. Reid, J. D. A. Hutchison, A. C. I. Bowker, and E. B. Reed did not bat.

BOWLING ANALYSIS.
O. M. R. W.
L/Cpl. Fry 2 4 0 11 0
A. H. Musson 0 1 0 11 0

K.C.C. JUST DEFEAT C.C.C.

BIG SCORING BY LYAL AND A. T. LEE.

On the K.C.C. ground yesterday the Bowling Cricket Club defeated the Craighower Cricket Club by 22 runs.

Taking first use of a slow wicket, the home side were soon in difficulty against the bowling of Sourbatts and lost three good

WICKETS FOR A PALTRY 6 RUNS. In his first spell with the ball Sourbatts returned the excellent figures of

O. M. R. W.
5 3 0 3

and R. Lee, the other opening bowler, had the less noteworthy figures of 5-3-2-0. A partnership of 63 runs for the sixth wicket, however, improved the fortunes of the home side, and when Goodwin was clean bowled, 107 runs were on the board. Goodwin hit a six and half a dozen boundaries in his knock of 37. Lyal continued the good work and punished the bowling unmercifully. He received good support from Gregory and the pair added 62 for the seventh wicket.

Eight out at 195, Lyal had scored 71 runs of the 160 runs added whilst he was at the wicket. In a fearless innings he hit twelve boundaries.

The visitors had the misfortune to lose F. K. Lee at 25, the result of a run out after a promising opening. With half the side out for 55, Craighower looked like losing badly, but a fine partnership between A. T. Lee and F. Zimmern added 85 runs for the sixth wicket before Zimmern was taken in the slips for 32, which included four 4's. With Lee doing the bulk of the scoring the seventh wicket put on 50 runs before Patterson was caught off Goodwin.

With an exciting finish in the offing the remaining wickets added only 3 runs, E. Zimmern being absent.

Last out at 194, A. T. Lee played an innings of 95 which, though favoured by fortune on more occasions than one would care to count, was featured by some excellent off drives which invariably found the boundary. In his innings were included twelve 4's, two 3's, four 2's, and 33 singles.

Scores:—
K.C.C.
E. C. Fincher, lbw, b Sourbatts 4
W. C. Fincher, c sub, b Sourbatts 1
E. C. Fincher, c R. Lee, b Lyal 16
N. A. E. Mackay, c Lim, b R. Lee 21
J. C. Lyal, c and b R. Lee 71
F. C. Goodwin, b Prata 37
D. W. Gregory, c Patterson, b R. T. Lee 29
R. T. Lee 21
A. T. Lee 95
G. C. Burnett, c S. Lee, b R. Lee 8
R. G. V. Maud, not out 0
Extras 8

Total 216
Fall of the wickets:—1 for 1, 2 for 107, 3 for 107, 4 for 195, 5 for 214, 6 for 216.

BOWLING ANALYSIS.
O. M. R. W.
R. Lee 15 4 3 81 3
Sourbatts 10 3 41 3
A. T. Lee 11 2 31 2
G. H. G. H. 1 0 9 0
Lim 3 0 43 1
Prata 3 0 13 1

C.C.C.
H. P. Lim, lbw, b Lyal 6
F. K. Lee, not out 96
A. T. Lee, b Lyal 96
S. V. Gittins, b Hung 11
N. B. Kitchell, c Mackay, b Hung 3
C. Hung, b Burnett 3
F. Zimmern, c E. C. Fincher, b E. C. Fincher 32
W. Patterson, c F. C. Goodwin, b Sourbatts 17
R. Sourbatts, c and b Lyal 0
R. Lee, not out 0
E. Zimmern, absent 0
Extras 11

Total 194
Fall of the wickets:—1 for 2, 2 for 27, 3 for 40, 4 for 50, 5 for 65, 6 for 140, 7 for 190, 8 for 191, 9 for 194.

BOWLING ANALYSIS.
O. M. R. W.
Goodwin 13 1 55 1
Lyal 14 2 2 41 3
Hung 13 0 32 3
Barnett 6 0 8 0
E. F. Fincher 3 0 18 0
Lawrence 2 0 14 0

VICTORY FOR LANE, CRAWFORD'S.

SKINNER'S BATTING & OVERY'S BOWLING FEATS.

On the Craighower C.C. ground, Lane, Crawford's defeated the Hong Kong Electric Company by 127 runs.

For their victory the departmental skater were largely indebted to E. Skinner for a fine unbroken century and to H. Overy for the capture of eight cheap wickets—at a cost of just under 3 runs apiece.

Lane, Crawford's.
E. Skinner, not out 104
F. E. Skinner, not out 104
D. W. Gregory, b Way 12
W. S. Hillier, lbw 12
H. Overy, b Padgett 10
S. MacNider, c Stoker, b Way 0
R. G. V. Meade, c Way, b Padgett 0

Total 170
H. Hampton, J. M. Wilson, W. Ogley, H. Burson and E. Owen did not bat.

BOWLING ANALYSIS.
O. M. R. W.
Musket 8 0 62 0
Way 12 1 55 1
Stoker 13 0 31 0
Padgett 8 0 20 2

H.K. Electric Co.
A. F. Paul, c and b Overy 7
W. B. Musket, c Meade, b Gregory 6
R. C. Butler, b Overy 2
J. R. Way, c Skater, b Overy 2
W. Stoker, c Hillier, b Overy 11
G. P. Padgett, c Meade, b Overy 5
J. Sloan, c Hampton, b Overy 1
H. B. Jones, c Hillier, b Overy 1
S. MacNider, c Hampton, b Overy 10
J. C. Dunbar, c Hampton, b Overy 0
J. F. Lunny, not out 0
Extras 5

Total 49
Fall of the wickets:—1 for 1, 2 for 1, 3 for 1, 4 for 1, 5 for 1, 6 for 1, 7 for 1, 8 for 1, 9 for 1, 10 for 1.

BOWLING ANALYSIS.
O. M. R. W.
Overy 10 2 28 8
Gregory 7 0 40 10
MacNider 1 0 10 0
Dunbar 1 0 10 0

SCOTTISH CUP DRAW.

Celtic and Third Lanark at Home.

BO'NESS FAVOURED.

The replay in the third round of the Scottish Cup between Aberdeen and Dundee resulted, according to Reuters:—

Aberdeen 2 Dundee 0
The draw for the fourth round, to be played on February 28, has been announced as follows:—
Celtic v. Aberdeen
Third Lanark v. St. Mirren
Cowdenbeath v. Motherwell
Bo'ness v. Kilmarnock

LEAGUE MATCHES.
Celtic and Chelsea Fall at Home.

Fourteen League matches were played yesterday, the surprises being the defeat of Celtic, Chelsea, Bradford, "Wolves" and Exeter on their own grounds and Rangers' draw with Ayr United and "Pompey's" draw with Manchester City in Portsmouth.

ENGLISH LEAGUE.

Division I.
Chelsea 1 Huddersfield 2
Blackpool 0 Birmingham 1
Leeds U. 1 Leicester 3
Portsmouth 1 Manchester C. 1
Aston Villa 4 Sunderland 2

Division II.
Bradford 1 Reading 3
Everton 5 Barnsley 4
"Wolves" 1 W. Bromwich 2

Division III.—South.
Exeter 2 Walsall 5

Scottish League.
Airdrie 4 Hibernians 1
Hearts 4 Falkirk 0
Motherwell 3 Morton 2
Celtic 0 Clyde 1
Ayr United 2 Rangers 2

LEAGUE TABLES REVISED.

Division I. Goals.
P. W. D. L. F. A. Pts.
Arsenal 28 18 7 3 93 42 43
Wednesday 30 17 6 7 81 55 40
Aston Villa 16 8 6 9 46 40 38
Derby 29 14 7 8 73 56 35
Portsmouth 29 11 10 8 69 52 32
Manchester C. 30 13 6 11 54 33 32
Middlesbrough 30 13 5 12 69 53 31
Huddersfield 29 13 7 10 64 55 31
Liverpool 29 12 8 10 65 61 30
West Ham 29 12 6 11 66 52 29
Sheffield U. 28 10 9 9 69 53 29
Leicester 28 13 3 12 64 67 29
Chelsea 29 10 8 11 51 49 28
Newcastle 29 11 4 14 61 68 28
Blackburn 29 10 6 13 62 62 28
Grimsby 30 11 4 15 54 64 26
Birmingham 29 9 8 12 49 63 26
Bolton 29 9 6 14 59 74 24
Leeds 28 8 5 16 53 63 21
Blackpool 29 7 8 16 48 92 21
Manchester U. 50 6 4 21 38 89 14

Division II. Goals.
P. W. D. L. F. A. Pts.
Everton 29 18 3 8 99 44 46
Tottenham 29 18 3 8 72 37 39
West Brom. 29 16 6 7 61 35 38
Wolves 29 17 2 10 65 49 34
Bradford 29 14 5 10 74 47 33
Port Vale 29 15 3 11 57 49 33
Fulham 29 13 6 11 60 61 31
Preston N.E. 29 13 4 12 62 43 30
Southampton 29 12 6 11 50 44 30
Bury 29 13 3 13 58 57 29
Oldham 30 12 5 13 42 55 28
Stoke 29 11 6 12 43 55 28
Bradford C. 29 11 6 12 43 49 28
Swansea 29 10 6 13 41 51 28
Cardiff 29 10 6 13 30 63 28
Millwall 29 11 3 15 58 65 25
Bristol C. 29 9 6 14 33 60 24
Barnsley 29 8 7 14 38 62 23
Notts Forest 29 7 9 13 56 65 23
Reading 29 6 8 16 47 72 22
Plymouth 29 9 4 16 50 65 22
Cardiff 29 7 4 18 40 69 18

Division III.—Southern.
Goals.
P. W. D. L. F. A. Pts.
Notts County 29 18 7 4 69 33 43
Brighton 28 13 10 5 46 39 36
Southend 28 16 2 10 57 44 34
Crystal Pal. 28 14 5 9 77 53 33
Northampton 29 13 7 9 48 37 33
Coventry 28 14 4 11 62 45 30
Brentford 29 13 6 10 63 50 32
Luton 29 12 6 11 46 43 30
Swindon 29 14 2 13 62 63 30
Fulham 29 12 6 11 53 58 30
Borroughm. 30 12 6 12 69 94 30
Queens F.R. 29 10 6 13 41 47 29
Bournemouth 29 10 6 13 62 59 29
Exeter 29 10 9 10 64 62 29
Gillingham 29 9 9 11 45 51 27
Bristol R. 30 9 8 13 60 69 26
Clapton O. 29 10 5 12 43 62 25
Walsall 29 9 7 13 60 63 25
Wexford 29 9 4 16 50 65 22
Thames 29 8 4 17 37 73 20
Newport 29 8 3 18 54 84 19
Norwich 29 7 5 17 33 54 19

SCOTTISH LEAGUE.

Goals.
P. W. D. L. F. A. Pts.
Motherwell 28 18 6 4 78 32 42
Rangers 27 17 5 5 69 23 39
Celtic 25 16 0 9 71 24 36
Partick 28 17 2 9 53 38 35
Hearts 28 16 8 9 69 49 35
Hamilton 28 16 8 4 59 36 33
Dundee 27 16 6 9 51 42 31
Airdrie 28 14 3 11 47 49 31
Aberdeen 29 12 4 13 55 60 28
St. Mirren 26 11 5 10 42 48 27
Cowdenbeath 27 11 5 11 37 48 27
Kilmarnock 27 11 2 14 44 50 24
Morton 27 10 4 13 48 62 24
Clyde 28 10 4 14 45 64 24
Queen's Park 28 9 5 12 47 48 23
Leith 28 8 9 13 38 60 21
Falkirk 27 9 2 16 55 69 20
Hibernians 29 7 5 17 38 65 19
Ayr 28 8 3 15 34 65 14
East Fife 28 7 4 17 35 65 10

BOWLING ANALYSIS.
O. M. R. W.
Overy 10 2 28 8
Gregory 7 0 40 10
MacNider 1 0 10 0
Dunbar 1 0 10 0

SHANGHAI'S VICTORY IN INTERPORT SOCCER.

FINE RECOVERY.

POTE-HUNT DISPLAYS WONDERFUL CONSTRUCTIONAL PLAY.

GRAHAM'S BRILLIANT GAME.

[By "Spot Kick"]

Yesterday afternoon Shanghai, in defeating Hong Kong by the old goal in seven, ended a series of home successes for the respective teams which had continued for the last seven seasons.

When Hong Kong took the lead with a penalty goal early in the opening half and held that advantage until well into the second stage, Shanghai appeared as though they were to return luckless losers, for they had had as much of the play and their movements had shown more polish than Hong Kong, but they later played so well as to score three good goals in a comparatively short space of time, thus leaving the field worthy winners of a hard-fought and interesting game.

HUNDREDS TURNED AWAY.

The crowd present filled the ground to overflowing, and included H.E. the Governor, Sir William Peel, K.C.B., K.C.M.G., to whom the teams were presented prior to the commencement. Disappointed hundreds were being turned away from the gates when Gash beat Clarke for choice of ends.

Gosano kicked off facing the Club House end and play opened with a smart raid by Hong Kong which was, however, repelled. Hong Kong returned and A.V. Gosano got through but shot just wide of the post with a hard drive.

From the goal kick Shanghai set up a persistent attack on the Hong Kong goal and Clarke was to the fore with a save from Colloco by tipping the ball round the post for a fruitless corner kick.

After the Hong Kong goalkeeper had saved well from Graham he was rather lucky to tip Sinclair's shot over the bar and from the flag kick taken by Graham the ball curled in to deceive Clarke and ended in the net, giving Shanghai an early lead.

Colony Draw Level.

This was not enjoyed for long, for Hong Kong from the kick off went straight to the other end and made a great attempt to get through.

Hong Kong drew level when they were awarded a free kick for an infringement thirty yards out. Hedley sent in a glorious drive which curled out to beat Chow all the way.

From this reverse Shanghai again took up the running and under the strain it was seen that Hong Kong's greatest weakness was in the centre-half position, for Lam could not hold Sinclair. With Strange, Hadley, and Clarke working like trojans, however, Shanghai's attacking strength was subdued.

Shanghai Repulsed.

What brief raids Hong Kong made at this period resulted in weak finishing and the ball being returned to the Hong Kong goal mouth, but Shanghai could not get through and after Widmore had relieved pressure by shooting wide, Hong Kong broke away and both Fung and A. V. Gosano called upon Chow to clear. From the clearance Elliott made a splendid run down the line and centred for Widmore to shoot hard against the foot of the post with Clarke hopelessly out of position, and from the rebound Sinclair sent over.

Shanghai went near to scoring again when Sinclair sent in a shot, but Clarke tipped the ball over the bar and from the resultant flag kick repeated the act. From the last corner Lam Yuk-ying cleared well to B. Gosano, but the latter was well covered by Martin, who cleared.

Visitors Press.

Shanghai once again pressed strongly for a time and appeared to have the Hong Kong defence rattled, as the ball could not be cleared effectively. The Northerners went near to scoring, when Graham's centre was shot against the post by Sinclair and from the rebound Colloco shot behind.

The Hong Kong halves then made great efforts to get their forwards on the move, but without avail and when a Segalen-B. Gosano movement did result in play being transferred, no other forward appeared in the goalmouth to receive the centre.

Gosano Scores.

Before the ball was cleared, however, a defender slipped and handed, in the penalty area, and Shanghai were decidedly unfortunate when A. V. Gosano made no mistake with the spot kick, to give Hong Kong the lead.

After a troublesome centre by B. Gosano had been cleared Lam sent a free-kick into the Shanghai goal mouth which resulted in a scrimmage, but the ball was eventually cleared only for Ip Pak-wa to gain possession and race down the line; but from his centre Segalen shot wide. Offside then spoiled two good movements for Shanghai but a free kick by Gash was placed so well that Clarke had to block Colloco's shot with his body.

Dull Period.

There followed a short period of dull play which ended when B. Gosano broke away and ran down to centre, but Segalen shot wide. From the goal kick Graham, gaining possession, transferred but Clarke just beat Sinclair for the centre. A minute later Clarke did well to divert Elliott's centre behind, the resultant corner kick being cleared.

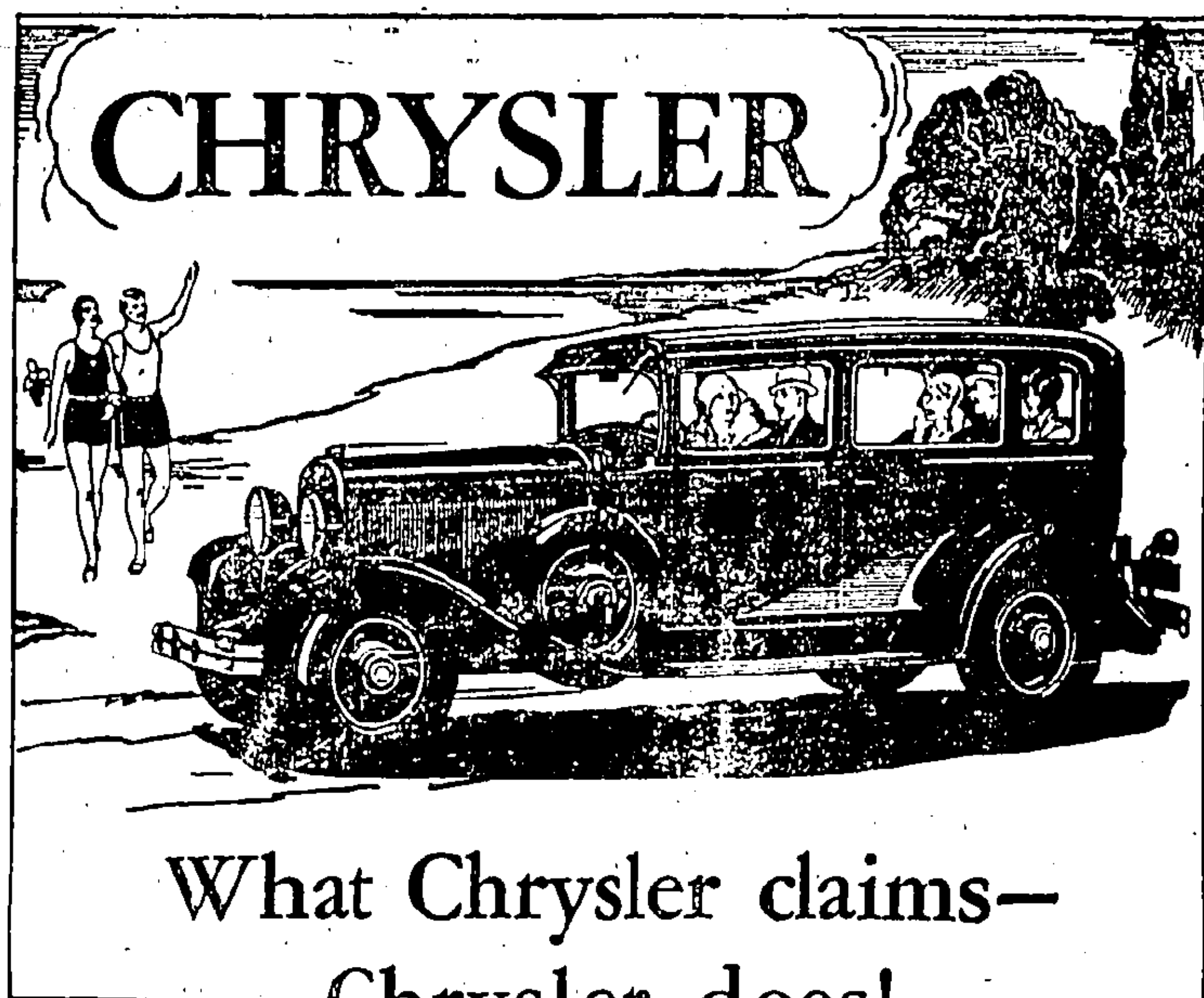
Close on the interval a splendid movement by Fung and A. V. Gosano was broken up by the former being offside. Chow, however, saved Gosano's parting shot.

Half-time:—
Hong Kong 2
Shanghai 1

Neatly Robbed.

On the resumption Hong Kong went away but Ip's centre was forced behind. Colloco then got away, but Yeoman neatly robbed him and from his pass Fung sent Ip away, but Martin came across and cleared in the nick of time.

MOTORISTS—THIS IS YOUR PAGE



Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

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HARD USAGE.

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The ability of the rear end of the Ford car and truck to stand up under hard usage is constantly maintained by an ingenious testing device designed by Ford engineers and erected in the general assembly building at the Dearborn plant.

From time to time a rear end assembly is taken at random from the production line and placed upon the testing machine so that each of the rubber-tyred wheels rests upon a motor shaft that is off centre. The rear end is weighted down to approximate the weight of a loaded car or truck and the machine is put in motion.

From then on the testing machine works automatically. Simulating what would happen under actual driving conditions, it starts out slowly, whips up to a speed of 45 miles an hour, slows down, increases its speed again and then stops, only to begin over. As the wheels are spun around, the off-centre motors cause them to bounce up and down as they would on a rough road thus giving a severe test to the shock absorbers as well as to the rear end assembly. Meanwhile a blower sends a draft of cool air over the tyres and axle housing so that the test run is made under conditions approximating as closely as possible those that would be encountered on the road.

Every rear end that is tested in this way is operated for at least 10,000 miles, and frequently the test runs are for the equivalent of much greater distances.

The parts are then disassembled and checked to determine the amount of wear and distortion. The extremely delicate gauges with which this is accomplished can detect variations as fine as a tenth of a thousandth of an inch. Other instruments determine the hardness of the metal and still others measure angles with infinite precision.

If these tests show the slightest deviation from the requirements laid down by the engineering staff, the cause is detected and corrected.

FINANCIAL WISDOM.

Small Car Saves British Export Motor Trade.

H.R.H. The Prince of Wales. The great amount of money saved through the purchase of Savings Certificates has a considerable significance from the purely economic aspect because it represents a valuable addition to the nation's capital resources.

Rt. Hon. W. Graham, P.C., M.P. (President of the Board of Trade). "In the heavier and older industries that have been so hard hit there is an abundance of very efficient plant and technical skill on which it would be difficult to improve, and which only awaits a more favourable turn of the economic tide."

Rt. Hon. D. Lloyd George, P.C., M.P.

"We should regard this time of depression as an opportunity for setting things right which had been neglected."

Sir H. Austin (Chairman, Society of Motor Manufacturers and Traders, Ltd.). "The small car has during the past 12 months saved the British motor export trade."

Sir Francis Goodenough. "Until commerce's recognised not only as something financially worth while, but as a career of which a boy can be proud, the best type of man would not come into commerce."

Professor Edwin Cannan (Emeritus Professor of Economics). "Great Britain would be much better able to preach economy of gold to other countries if she set a good example by making, without further ado, a substantial addition to the £250,000,000 of fiduciary currency at present allowed."

Professor Ramsay Muir (Chancellor, Liberal Party Organisation). "The precipitate return to the gold standard has been a principal cause of our difficulty in regaining our export trade."

Mr. H. B. Butler (Deputy Director, International Labour Office). "The problem of the rhythm of production—whether mechanisation cannot increase too fast both in relation to the consuming power of the markets and to employment—seems to be a question which may require to be treated on an international scale."

the dumping of the surplus production of foreign rivals.

Mr. Victor Riley, Chairman and Managing Director of that motor-car company, in addressing the shareholders at their annual meeting recently, after a successful trading year, fully voiced the views of the British motor industry, when he stated that to improve general trade depression, "the Government must consider the country as an industrial concern and must adopt modern industrial methods. If we ourselves to-day were trying to produce cars by 1914 methods we should soon be bankrupt, yet what has been done politically to improve the output of the country to any marked extent?"

British motor drivers have had a wonderfully successful year in 1930. Even on the last day of December, Mr. G. E. T. Eyston bettered the existing speed for the International Class H 750 cc. motors by driving an M.G. Midget unsupercharged over distances of 60 kilometres at 86.38 miles per hour, 50 miles at 87.11 miles per hour, and 100 kilometres at an average speed of 87.5 miles per hour, new records for this class.

This was an improvement of nearly three miles an hour faster than the previous 8 h.p. record for these distances also made on the same track at Montlhéry, near Paris. No wonder our American cousins have had a scare at the performance of small British cars.

TRACK-ROD SPRING REPAIR.

It sometimes happens that when travelling over a very rough road a track rod spring will be broken, and when this happens the steering becomes wobbly, to say the least of it. The spring may be temporarily repaired in the following manner, and will last until replacement can be made. Remove the spring and replace the two parts so that the flat ends come together, leaving the broken ends pressed against the washers at each end of the spring. This procedure prevents the broken portions from running in on one another, and keeps the steering connection at its normal angle.

"double six" motor, and two have "double eights" or sixteen cylinders. It is, however, the new small "baby" cars which are attracting the most attention, England's speciality now being praised in place of being scorned, as happened a year ago.

Last year the British motor and cycle trade had insured workers in its industry numbering 247,140, as compared with 240,410 in 1929. But whereas in that latter year only 7.2 per cent. were unemployed at November, I regret that the Board of Trade figures and Ministry of Labour reported that 15.3 per cent. were unemployed in November, 1930. But owing to better production methods in the motor industry the total of vehicles and cycles made last year fell little short of that in 1929, even with less labour fully employed.

Smart Delivery.

To-day there is a demand for British transport in all parts of the world. The first public telephone call over the new direct-circuit line from the Argentine to Britain was an order for over sixty Morris-Commercial vehicles.

This order, representing in value over £16,000, was promptly attended to, as within three days after the telephone message on December 10 was received, all the vehicles were loaded on board the Upway Grange for South America, a special train having been chartered to take the vehicles from Birmingham to the docks.

I mention this overseas order as an example of modern motor production methods for this New Year. Gone are the days when a customer had to wait weeks, and even months, before delivery would be given for his car or lorry.

To-day in 1931 our British motor manufacturers are building and carrying a large stock of goods ready to be delivered at a day's notice. That is the right way to increase their trade, so that there is no delay between the order and the delivery of the goods.

It needs courage and financial strength to do this. Moreover, it needs a settled political policy at home, including a strong tariff wall to prevent cheaper car imports by

SMALL CAR BATTLE.

Another Record in Cheap Models.

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, British car traders have bitten a big piece out of the American export business "cake," writes H. Thornton Rutter (Morning Post Motoring Correspondent).

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model selling at \$39, yet it is faster than the more expensive coupe Austin-Bantam. Therefore, as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5 ft. 10 in. wheelbase weighing 700 lb. for the two-seater which is to sell at \$50.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop 29.5 h.p. at 3,400 revs. per minute, yet it travels 35 miles on one gallon of petrol and 25,000 miles per set of tyres. Also a four-cylinder alcohol model A Martin Midget is to be produced later this year to sell at \$40 for the two-seater.

The annual American National Motor Show was opened in New York, and then transferred en bloc to Chicago.

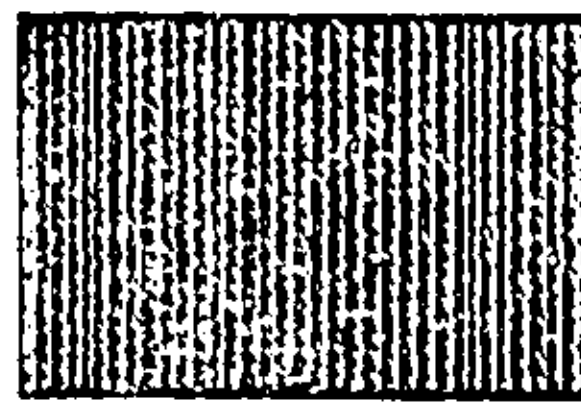
My American friends in the motor business tell me that the new U.S.A. models that are now on view at the National Automobile Show in New York are either bigger cars with eight-cylinder engines or are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford Overland, Whippet and Plymouth cars, which still remain four-cylinder models, twenty-seven others have six-cylinder engines, fifty-nine models have eight-cylinder engines, one has a

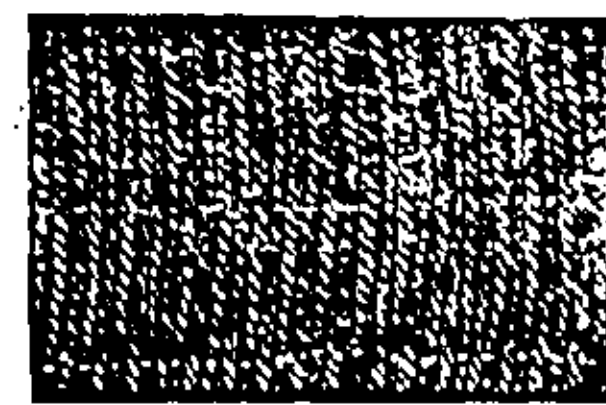


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ORDINARY CORD.
This photo shows a section of ordinary cord displaying cross or filler threads that chafe and disintegrate the cord, causing friction and early failure.



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TRAFFIC CONTROL.

The Latest American Ideas.

Some methods of road construction and traffic control that might well be imitated (as opportunity offers) have recently been evolved in America.

Viscount Cowdray described them in an interview with a London journalist on his return from the United States recently. Referring to the manner in which problems of road construction and safety driving are being tackled, he said:

"There are a few useful lessons to be learned. The Americans, at any rate in the South and West, are building roads at prodigious speed, and I did not see one modern road where they have not provided 'shoulders.' The 'shoulder' is a margin about 8 ft. wide, covered with half an inch of gravel and soil.

"Whether the road is 20 ft. wide or 40 ft., that margin is made. On it cars pull up when their drivers wish to stop for repairs, or to lunch, or admire the view. The result is that the 20 ft. road remains a 20 ft. road and is not reduced, by cars at a standstill, to 10 ft. The margin adds greatly to the efficiency of the road and practically nothing to the upkeep."

"Some of the new main roads near Los Angeles are divided for their whole length by three white lines into four tracks, the inner two tracks being used only when pulling out to pass a slower vehicle. The plan works admirably at night when head-lamps of strictly limited strength light up the lines and the overtaking driver knows that so long as he does not cross the centre line he is perfectly safe from all traffic coming towards him."

Car Parks for All.
"Many cities adopt the 'stop' principle. One road is made dominant and roads coming into it or crossing it become subsidiary roads. At each of those points on the subsidiary road is a 'stop' sign, and no matter whether the driver can see that the dominant road is

clear or not, he pulls up for a quarter of a second before turning into it. The plan works extraordinarily well."

"These regulations require to be understood, which is not always easy as they vary from place to place, but my impression was that the discipline of the American drivers on the whole was high."

Speeds in general are not, I think, faster than here; 45 miles is a good cruising speed, but as the roads are generally straighter than here and have no hedges, the average speed maintained is higher. On the other hand, there are in parts of the country numerous mountain roads

which twist and curl to an alarming extent. The principle of the white line is adopted here very profusely, and the discipline of the drivers in keeping to their proper side enables these bends to be taken at a great rate.

"Parking facilities in the newer cities are one of the outstanding features. Towns are built in square blocks, and about one-fourth of each block near the centre of the cities appears to be a car park. Looking down from the upper rooms of the skyscrapers, you see the car park as a mass of saloon-car roofs—for every man has his car and almost every car is a saloon."

Announcing the Arrival of

1931

B. S. A.

MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

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SOLE AGENTS.

NEW "SPEED COPS."

Experience of Motorist Who Was Chased.

I have been chased by a "speed cop," writes the motoring correspondent of the Evening Standard.

It happened to-day on one of the main roads leading from the north-west into London.

I was driving at my usual "going-to-business" speed and had just accelerated to pass a tram-car, when I received a very knowing wink from a young man standing on the pavement. I took it to be a tribute to my collection of motor-club badges.

But as I went on I noticed that more and more people were taking an interest in me.

I was about to pass a point-duty policeman when I happened to glance in the driving mirror. Just behind me was one of the smartest little motoring outfits I have seen on the road. It was a blue two-seater car, all chromium plating, spick and span.

In it were two stern-faced young men in blue.

As skilfully as any naval boatman the driver brought his little craft alongside my car so that I was hemmed in close to the pavement.

"Excuse me, Sir..."

At once a crowd collected, eager to see the "speed cops" at work.

One of the "cops" sprang from his car and ran over to me.

I was wondering which of the 123 clauses of the new Road Traffic Act I had broken, or which one of the 30 unwritten—but printed—rules of the Highway Code I had transgressed, when the policeman saluted smartly in best guardee style.

"Excuse me, sir," he said, "but if you are not careful (I trembled) that attaché case on your luggage carrier will fall off. We have been trying to catch you for a mile to tell you."

I breathed freely again, secure in the knowledge that our "speed cop," although he wears leggings and goggles, is really just the old courteous, helpful, London "bob-bob."

One of the most conspicuous objects on the car is a little dial on the nose. It is an engine revolution counter. There is a big one in the cockpit, but at high speed Captain Campbell will not be able to look down at it.

SHOWING THE FLAG.

Cars Sent to the New World.

SPEED RECORD.

At Rootes, Ltd., recently in Devonshire House, Piccadilly, W. there stood two exhibits destined to "show the flag" of British motoring in the New World.

One was Captain Malcolm Campbell's "Blue Bird" in its latest form, which is to defend for Great Britain, on Daytona Beach, Sir Henry Segrave's land speed record of 221 miles an hour.

The other was the fleet of Hummer cars which the Prince of Wales and Prince George are taking to South America. There were four Hummers, three "Snipe" saloons and a "Pullman" limousine, while there was also a Commer luggage van.

Like A Plane Fuselage.

The Blue Bird, the racing Napier-Campbell car resembles an aeroplane fuselage on four wheels. It weighs 3½ tons, and is driven by a 1,450-h.p. supercharged Napier "Lion" engine of Schneider Trophy type.

The original car was built in 1926. This latest form of it is an adaptation designed by Mr. R. A. Raiton, of Thomson and Taylor's Ltd., who tune a big proportion of British racing cars and built this one in their works at Brooklands.

Mr. Raiton has had two particularly ingenious ideas. One was for keeping the front of the car down by carrying the radiator right in front of the actual nose of the car, which slopes sharply down. The air stream, after passing through the radiator, strikes this sloping nose, and tends to force the front axle downwards.

Driver's Low Seat.

The other idea was for keeping the car as low as possible. Mr. Raiton has done this by building it "skew-eyed." The driver sits beside the shaft, much lower than if he had to sit above it as in the ordinary car. His seat is only ten inches above the ground.

The body is a beautiful piece of workmanship, aluminium panels on a framework of steel tubes, built by Messrs. Gurney Nutting. There are aluminium fairings to streamline the wheels. The whole car is painted sage blue, Captain Campbell.

(Continued at foot of preceding Column.)

NEW HOPE.

For British Bus Exports.

During the past 10 years light motor buses with primitive bodywork suitable for passengers or goods have come into general use in almost every country of the world. They operate, especially in the less-developed countries, throughout India, the Near East and Middle East, Africa, South America, Japan and China, Australia, etc. Due to our troubles of industrial re-establishment after the war, American manufacturers entered all these markets and made tremendous sales.

There are indications now of a change in the attitude of the operators of these "jungle-bus" services which may make an important difference to export statistics in the next two years, states The Commercial Motor.

Ten years ago not one in a hundred of these inexperienced, illiterate bus operators understood either interest or depreciation. To them, therefore, the cheapest vehicle obtainable seemed the best proposition. Successive failures, due to ignorance of operating costs, have gradually brought into the field a better type of man, and the statistics of British commercial-motor exports of which considerable detail was given in the Outlook Number of The Commercial Motor—suggest that appreciation of the better class chassis is spreading throughout these semi-developed countries as though a mist of ignorance were being waited away.

Now is the time for our manufacturers to drive home the truth, to exploit it with redoubled energy in their sales campaigns overseas. Advertising literature printed in the vernacular should stress the value of such points as sturdy shafts and large-size bearings, emphasising the long life of the British vehicle.

ROAD SIGNS?

Too Many Bad For All.

I have no hesitation in saying that the present multiplicity of road signs is bad for the motorist and bad for the pedestrian, and I hope that when road signs are overhauled under the new Road Traffic Act they will not be used too liberally, writes a correspondent in The Light Car and Cyclecar.

Road signs make us incapable of using our common sense—they destroy initiative because they ruin our self-reliance. Most of us go out on the road to see the beauty of our land and we do not want that beauty obstructed or broken by man-made signs. More important still is the fact that the existence of road signs makes us all assume that if there is no sign at a given point there is no danger.

When approaching a corner, if we cannot see a warning sign we are apt to assume that it is perfectly safe to swoop round. Generally speaking, this is a correct assumption on a main road, but when we get on to the by-ways where fewer signs exist, such an assumption is foolish and dangerous.

I will admit that some signs are useful and necessary. A warning of a school is a necessary reminder to keep a sharper look-out, and the existence of cross-roads sometimes needs indicating.

But, as a careful road user, I do not need informing that a corner lies before me, nor that the hill I am about to descend is a steep one, nor that the large signpost I can see in front stands at cross-roads.

GUESTS' CARS.

Hotel Cannot Be Blamed for Owners' Negligence.

London, Jan. 23. A case of great importance to inn-keepers and car-owners was before the King's Bench Division, when Mr. Justice Swift reversed a decision of the Northampton County Court and decided that an inn-keeper was not responsible for damage done to a motor-car belonging to a guest, which was placed in the hotel garage.

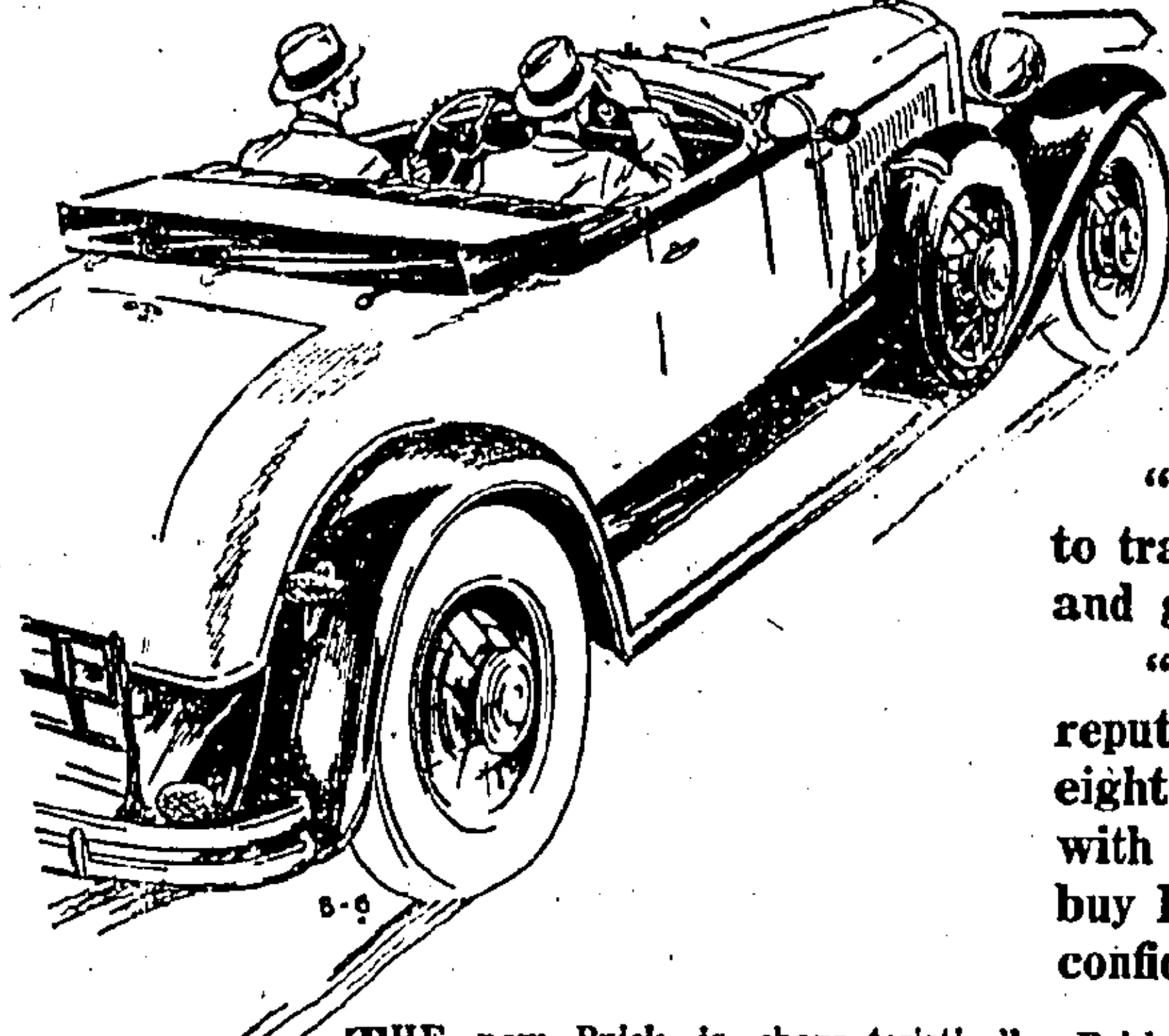
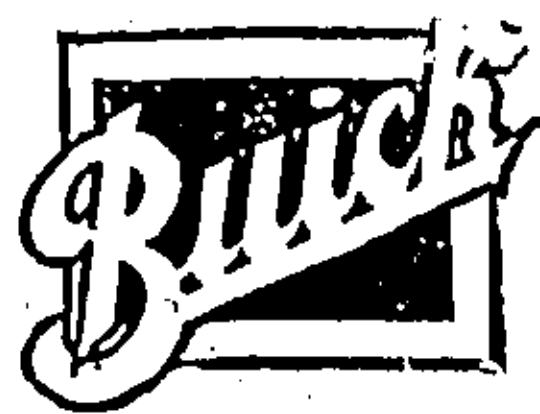
The County Court Judge awarded damages against an hotel proprietor to a Woking accountant named Winkworth, whose car was damaged by frost while in the Garage of the Grand Hotel, Northampton.

Mr. Justice Swift held that the inn-keeper was not an insurer of the person or goods of a guest and was only responsible for negligence as an inn-keeper.

Furthermore, an inn-keeper insured that a guest's car would not be stolen, not that it would not be damaged.

He was only bound to supply such accommodation as he possessed. It was the business of car-owners to let the water out of the radiator if frost was anticipated.

The hotel-keeper, whose appeal was allowed, was awarded costs.



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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co. (S.C.) Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58264.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley & Co., York Bldg. Tel. 22235.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE NEW FORCE.

Ye gentle motorists who hear
Of that new force that will up
pear,
I beg of you to have no fear.

Although the ranks of the police
On motor-cycles may increase,
These with the just will be at
peace.

For after all, these lads in blue,
Although they have their job to
do,
Are motorists the same as you.

As Shakespeare puts it, you will
find
A fellow-feeling is inclined
Ever to make us wondrous kind.

And he who whirls along the road
Must surely have a kindlier code,
Than his hedge-lurking comrade
showed.

Who fingers throttles must, indeed,
If he be human, feel the need
Of just and reasonable speed.

But reckless hogs who dodge and
swerve
Or try to pass upon a curve,
Will surely get what they deserve

Even pedestrians, who lack
A sense of humour when the lack
Receives an unexpected smack

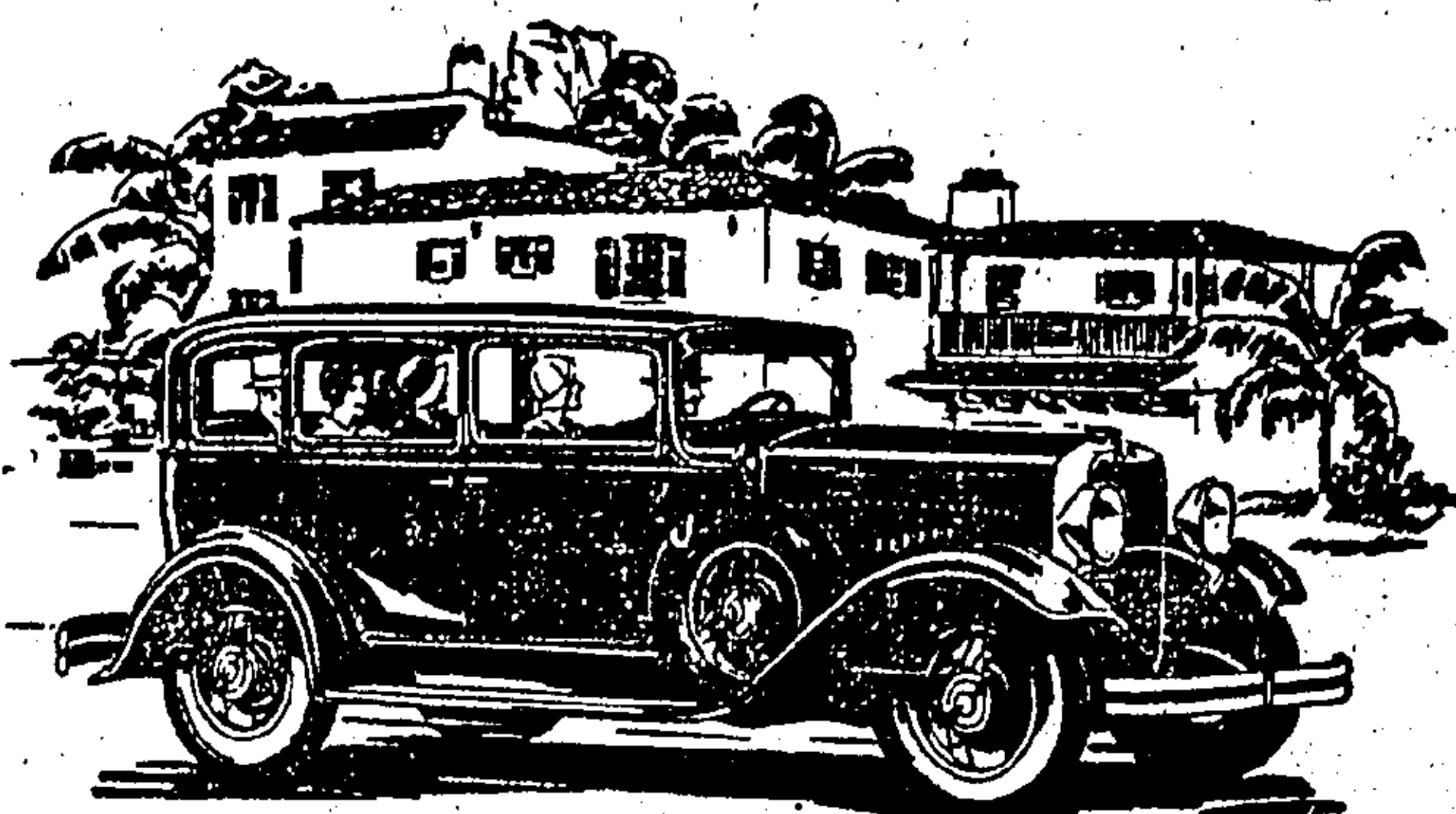
Will rise and brush themselves
and say,
"Ah! constable, it's you. Good-
day,
I'm sorry I was in the way!"

—Touchstone in London Morning Post.

NEW YEAR RESOLUTION.

The new motor laws need cause neither nervousness nor apprehension to anyone who has always been in the habit of realizing his responsibilities and who has treated other folk when driving on the road as he would have others treat him, says The Light Car and Cyclecar. It is generally agreed that the Road Traffic Act contains many wise provisions, and although a thorough mastery of them may prove irksome, it is about the only real personal obligation for which the Minister calls from courteous and considerate drivers. Resolve, then, to do this conscientiously and do not let the resolution share the fate of so many others made for the New Year: the latter may usually be broken with impunity; to break the former may bring serious consequences in its trail.

A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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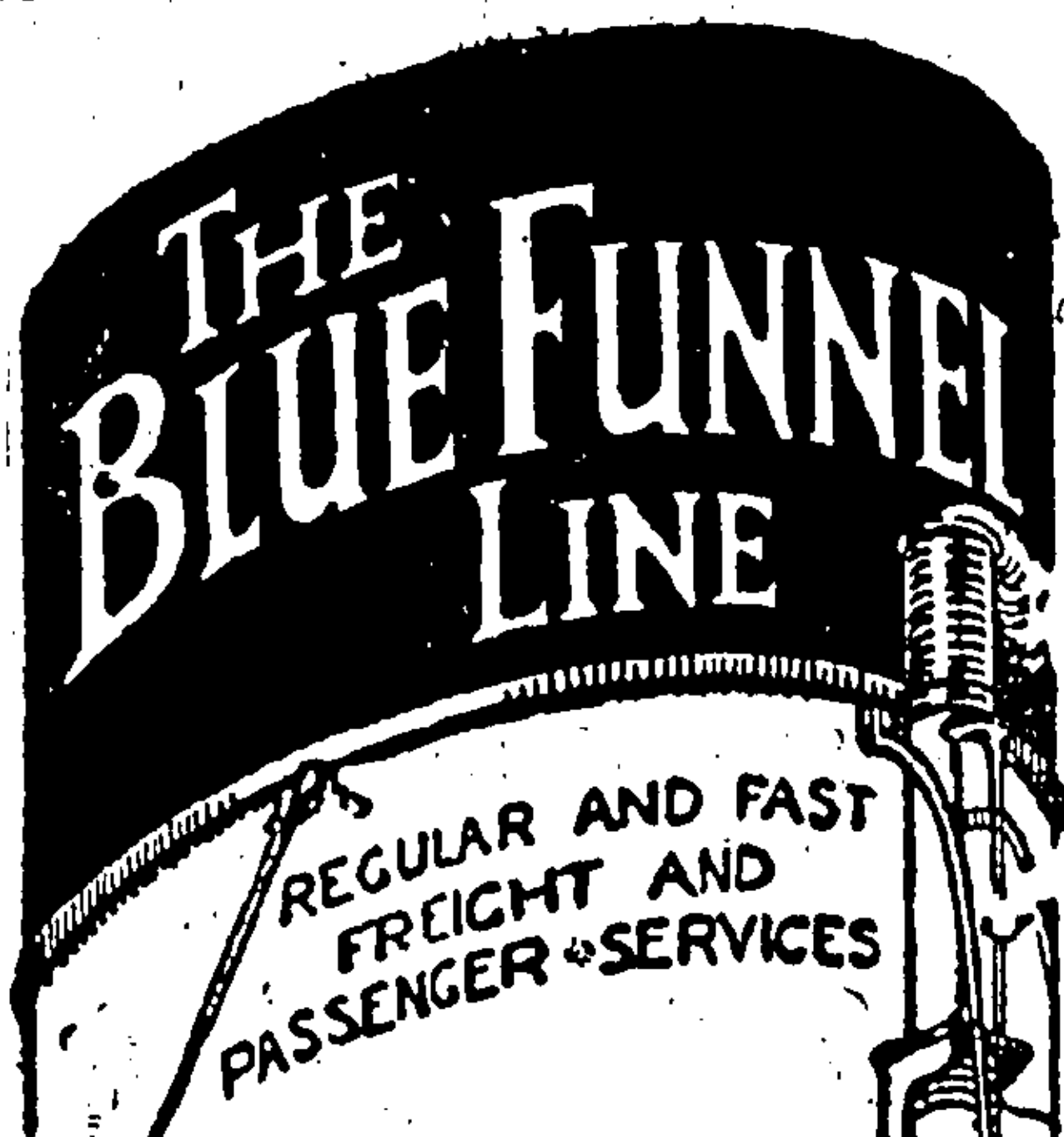
Thursday, February 19, 1931.
First Moon, 3rd Day.

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HONG KONG, THURSDAY, FEBRUARY 19, 1931.

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"ANTENOR" 18th Mar. For Marseilles, London, Rotterdam and Glasgow.

LIVERPOOL SERVICE.

"PELEUS" 21st Feb. For Genoa, Havre, Liverpool & Glasgow.

"EURYLOCHUS" 24th Mar. For Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"PROTEUS" 21st Feb. For Victoria, Vancouver & Seattle.

"TEUCER" 14th Mar. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"EUMAEUS" Due 20th Feb. For Sui, Moji, Kobe & Yokohama.

"PELEUS" Due 2nd Mar. For Sui, Moji, Kobe & Yokohama.

PASSENGER SERVICE.

"HECTOR" Sails 7th Mar. For Sui, Moji, Kobe & Yokohama.

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PLANS FOR RAPID DAY AND NIGHT SERVICE.

The ideal of a comprehensive network of airlines, radiating from London, and eventually linking England with India, South Africa and Australia with a rapid day and night service of air mails, is to be discussed at one of the most important official conferences in the history of British civil aviation.

The scheme has been evolved by the London Chamber of Commerce, and the Postmaster-General (Mr. Lees Smith) is to receive a deputation from the Chamber to discuss the project and the possibilities of the Post Office taking the first steps towards such a service. The Under-Secretary of State for Air, Mr. F. Montagu, and the Deputy Director of Civil Aviation, Mr. F. G. L. Bertram, will be present.

The first steps it is proposed to take, have already been made known. They are for a night air mail service between London and most of the main capitals of Europe within a radius of 1,000 miles or so. The service, it is intended, will be operated by fast non-stop machines, carrying mails not only for the chief capitals, but for intermediate towns. The mails for the latter would be dropped from the aeroplanes by parachutes.

Colonel the Master of Sempill, chairman of the Civil Aviation Section of the Chamber of Commerce, has given an outline of the ambitious proposals which the Chamber will put before the Postmaster-General.

The Master of Sempill is one of the representatives of the delegation, which will be headed by Lord Herbert Scott (president of the Chamber), and will include Sir Geoffrey Clarke (deputy-chairman of the Council of the Chamber), Sir Robert McLean (deputy-chairman of the Civil Aviation Section), and Mr. A. de V. Leigh, secretary "Vital Necessity."

The Master of Sempill described the projected services as "vital necessities to British aviation. It is absolutely essential," he said, "that we should put aircraft services on a 24-hour schedule. Night flying will not only be a great help to business men, but will also assist the whole of the aircraft industry."

"Our plans are much wider and more ambitious than mere providing links with the European capitals, although that would naturally be our first step."

"We want to progress on to night flying along the present Indian air route, which would enable letters from England to be delivered in India within 3½ days or so. This would be half the time that the present daytime service takes. From that we would progress further until we had linked the whole Empire to Britain with services of 24-hours-a-day flying, first concentrating on Africa and the Antipodes."

Benefit to Industry.

"Chambers of Commerce throughout the Empire have written to us with requests for considering these non-stop mail services, which everyone agrees would be of the utmost importance not only in the business world, but to Empire aviation generally."

The official statement of the London Chamber of Commerce on their European plans is:-

"A number of terminal points on the Continent about 1,000 miles distant from London such as Oslo, Stockholm, Warsaw, Budapest, Rome, and Madrid have been taken as instances where a machine flying by night at an average speed of 100 miles an hour would enable from 1½ to 2 days to be saved in the delivery of mails as compared with the ordinary surface methods. This would also include the dropping of mails without landing at important intermediate stations such as Amsterdam, Hamburg, Copenhagen, Cologne, Berlin, Leipzig, Munich, Prague, Vienna, Paris, and Bordeaux among others. It is considered that such non-stop night services would not only effect a speeding up in the delivery of letters, but would also bring home to business men and others the advantages to be derived from using the air mail. In addition, the institution of fast services like this would obviously benefit the light aeroplane industry in this country."

TREASURES OF THE PHAROHS.

Ingots of gold, chains of gold and silver, and many silver pieces have been found in one of a number of houses, dating from the time of the Pharaohs, which the Egyptian Exploration Society discovered during excavations at Tel-El Amarna.

There were 23 ingots, and these, along with the other valuables, were in a large vase.

A small silver statuette and a bronze knife were also found.



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